

CONSTRUCTION AND DEVELOPMENT PHASE ADDENDUM TRAFFIC STUDY

SHEA BAKER RANCH

CITY OF LAKE FOREST, CALIFORNIA

This traffic study has been prepared under the supervision of
Les Card, P.E., T.E.

Signed

 Les Card



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ADDENDUM TRAFFIC STUDY**

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CITY OF LAKE FOREST, CALIFORNIA

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CONSTRUCTION AND DEVELOPMENT PHASE ADDENDUM TRAFFIC STUDY SHEA BAKER RANCH

LSA Associates, Inc. (LSA) prepared a traffic study for the build out of the Shea Baker Ranch Area Plan project in the City of Lake Forest (August 2011). This Addendum has been prepared at the request of the City of Lake Forest to analyze two separate scenarios. First, in order to construct the Shea Baker Ranch Area Plan project, it may be necessary to temporarily close a portion of Alton Parkway where it traverses through the Shea Baker Ranch to facilitate grading of the site. This addendum analyzes the potential impacts of that short term closure. Second, this Addendum provides a more detailed analysis with respect to implementation of the mitigation measures identified in the August 2011 LSA study in terms of identifying at which phase in the development, mitigation should be implemented.

INTRODUCTION

The Shea Baker Ranch project site consists of approximately 375 acres spanning from the Borrego Wash on the west to Bake Parkway on the east. The future extension of Alton Parkway will traverse the Shea Baker Ranch project site. Currently, Alton Parkway is under construction between Irvine Boulevard and Towne Centre Drive (as a six-lane roadway outside of Lake Forest and a four-lane roadway within Lake Forest) and will be completed prior to completion of the Shea Baker Ranch project.

Subsequent to completion of the first phase of development and prior to construction of the remainder of Shea Baker Ranch, grading will occur on site to transfer material from property east of the Alton Parkway extension to property west of the Alton Parkway extension. An option to facilitate the required grading (i.e., truck hauling) while avoiding potential conflicts with passenger car traffic is to temporarily close Alton Parkway between Commercentre Drive and Towne Centre Drive during grading operations. LSA has prepared the following analysis to determine whether the closure of Alton Parkway between Commercentre Drive and Towne Centre Drive will result in impacts to any study area intersections. If impacts are identified, temporary mitigation measures commensurate with the temporary nature of the impacts will be examined.

Impacts associated with the closure of Alton Parkway are analyzed with the inclusion of project traffic generated by completed dwelling units. Two development scenarios were included in the analysis.

- **Development Scenario 1:** Analysis year is 2015. 750 dwelling units are developed. The planned extension of Rancho Parkway (South) from its current terminus to Alton Parkway is not completed.
- **Development Scenario 2:** Analysis year is 2015. Includes the 750 dwelling units in Development Scenario 1 and an additional 594 apartments at the northeast corner of Alton Parkway/Towne Centre-Rancho Parkway (for a total of 1,344 dwelling units). Rancho Parkway (South) is assumed to be extended to Alton Parkway in this scenario.

Preparation of data to determine the traffic impacts of closing Alton Parkway during grading operations for the two scenarios listed above also permits an examination of the traffic impacts associated with the development phases. The Traffic Study prepared by LSA in August 2011 identified two traffic impacts and recommended mitigation measures based on an analysis of the full project in the year 2015. The intersection of Bake Parkway/Irvine Boulevard-Trabuco Road and Bake Parkway/Jeronimo Road were identified as impacted by the full project. Implementation of the Lake Forest Transportation Mitigation (LFTM) improvements would offset the project's impacts at these intersections.

Analysis in this addendum identifies which phased development scenarios and which mitigation measures are necessary after construction. Similar to the Alton Parkway closure analysis, the two scenarios analyzing development phases are 750 units without the extension of Rancho Parkway (South) and 1,344 units with the extension of Rancho Parkway (South). However, for this analysis Alton Parkway is considered open.

CONSTRUCTION GRADING ANALYSIS

Shea Baker Ranch Area Trip Generation

Major grading operations will move material from inside of the loop road on the east side of the Alton Parkway extension to the west side of the Alton Parkway extension. Portions of the Shea Baker Ranch area could be developed prior to commencing these grading operations. Development Scenario 1 includes the 750 dwelling units that are planned along the outside of the loop road. These areas, which could be developed prior to grading, are illustrated on Figure 1. Table A displays the trip generation anticipated from Development Scenario 1.

Table A: Development Scenario 1 (750 dwelling units) Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Single-Family Detached		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Condominium		DU	8.15	0.17	0.50	0.67	0.45	0.33	0.78
Trip Generation									
Single-Family Detached	417	DU	3,991	78	235	313	265	156	421
Condominium	333	DU	2,714	57	167	223	150	110	260
Total	750		6,705	135	401	536	415	266	681

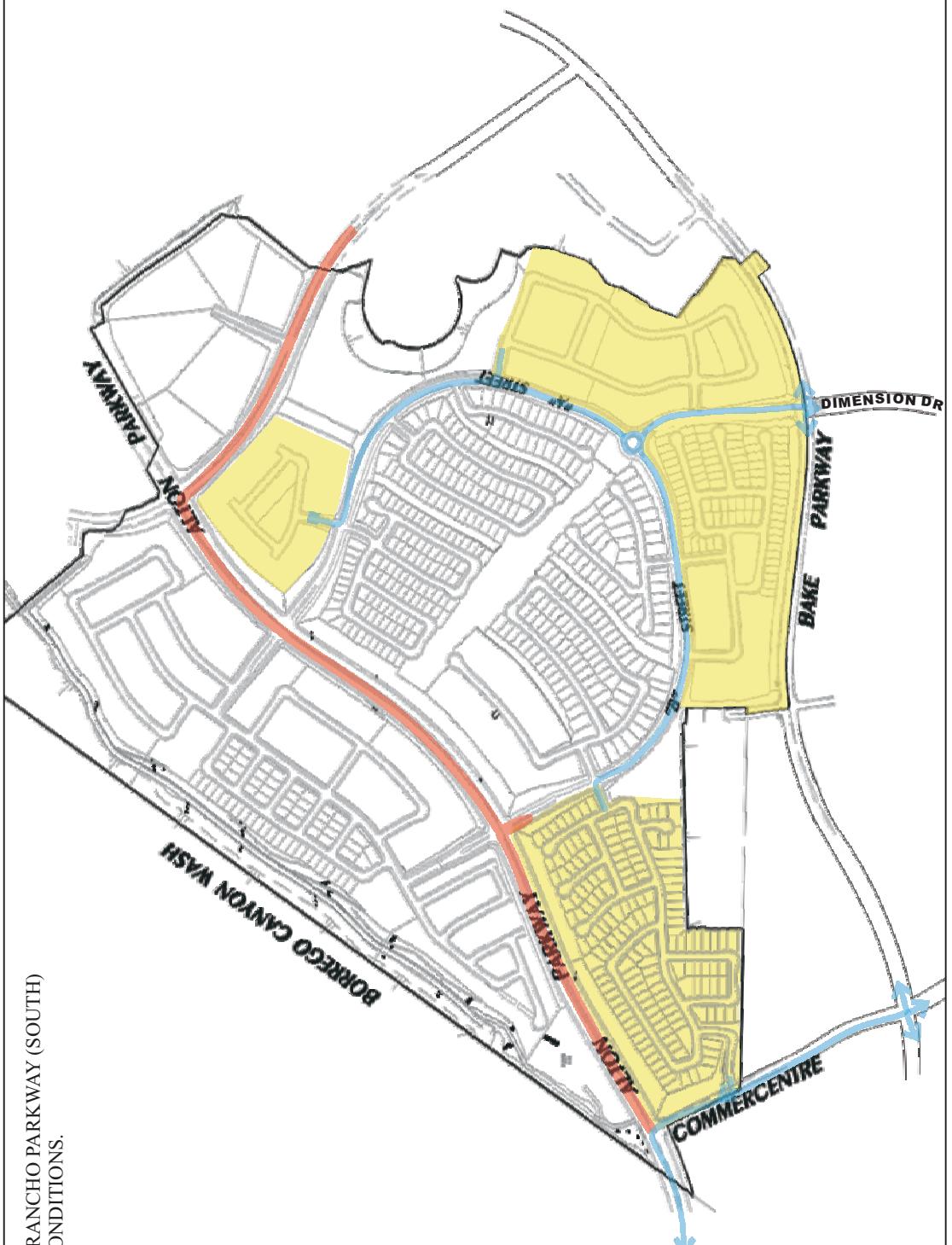
¹ Institute of Transportation Engineers (ITE) Trip Generation Manual, Eighth Edition (2008).

ADT = average daily traffic

DU = dwelling unit

Development Scenario 2 proposes the maximum number of dwelling units that could be completed prior to the planned grading operation. This consists of all the areas included in Development Scenario 1 plus 594 apartments planned at the northeast corner of the Alton Parkway/Towne Centre-Rancho Parkway intersection. Development Scenario 2 is illustrated on Figure 2. The trip generation for this level of development is displayed on Table B.

NOTE: NO EXTENSION OF RANCHO PARKWAY (SOUTH)
FROM EXISTING CONDITIONS.



S A

FIGURE 1

LEGEND

- █ OCCUPIED DWELLING UNITS
- ↔ ACCESS FROM OCCUPIED DWELLING UNITS
- CLOSED TO THE PUBLIC

0 500 1000
FEET

Shea Baker Ranch
Development Scenario 1
Unit Location and Access (750 Total)

FIGURE 2

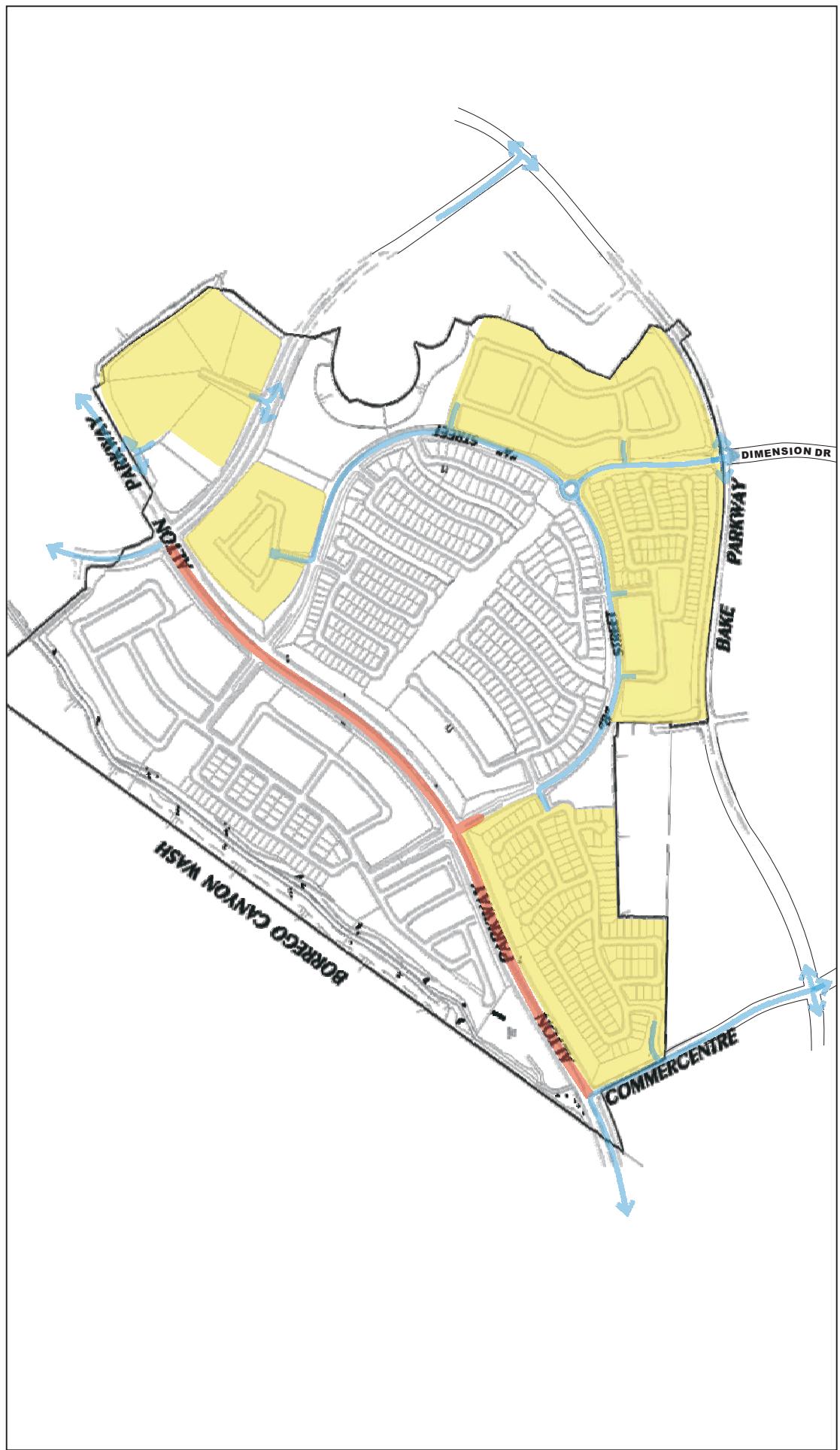


Table B: Development Scenario 2 (1,344 dwelling units) Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Single-Family Detached		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Condominium		DU	8.15	0.17	0.50	0.67	0.45	0.33	0.78
Apartment		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62
Trip Generation									
Single-Family Detached	417	DU	3,990	78	235	313	265	156	421
Condominium	333	DU	2,714	57	167	223	150	110	260
Apartment	594	DU	3,992	61	242	303	239	129	368
Total	1,344		10,696	195	643	839	655	395	1,049

¹ Institute of Transportation Engineers (ITE) Trip Generation Manual, Eighth Edition (2008).

ADT = average daily traffic

DU = dwelling unit

Trip Distribution

The loop road would provide access between the 750 developed dwelling units along the loop road and Dimension Drive. As depicted on Figure 1, one area of development would also have access onto Commercentre Drive. During the temporary closure of Alton Parkway, the intersection of Bake Parkway/Dimension Drive would provide the primary access to and from the Shea Baker Ranch Area.

In Development Scenario 2, Rancho Parkway (South) would be extended from its current terminus to Alton Parkway. In this scenario, Rancho Parkway (South) would remain open during the temporary closure of Alton Parkway. As depicted on Figure 2, the 594 apartments at the northeast corner of the Alton Parkway/Towne Centre-Rancho Parkway intersection would have access onto Alton Parkway and Rancho Parkway (South). The distribution of each development scenario on the study area intersections was based on the LFTAM.

Performance Criteria

As was described in the August 2011 Traffic Study, the City of Lake Forest and the County of Orange have established level of service (LOS) D as the minimum standard for all study area intersections except for those listed below where LOS E is acceptable:

- El Toro Road/Trabuco Road (Orange County Congestion Management Program [CMP] intersection)
- El Toro Road/Interstate 5 (I-5) northbound ramps (Orange County CMP intersection)
- El Toro Road/Avenida de la Carlota (City of Laguna Hills; Orange County CMP intersection)

The relationship of Intersection Capacity Utilization (ICU) to LOS is illustrated in the following table.

Level of Service	ICU	Level of Service	ICU
A	0.00–0.60	D	0.81–0.90
B	0.61–0.70	E	0.91–1.00
C	0.71–0.80	F	> 1.00

ICU = Intersection Capacity Utilization

Redistribution of traffic will occur as a result of temporarily closing Alton Parkway during grading activity. The closure of Alton Parkway would create impacts if the redistribution of traffic causes an intersection previously operating at an acceptable LOS to operate at an unacceptable LOS, or if an intersection exceeds the acceptable LOS and the impact of redistributed traffic is greater than 0.01. Temporary mitigation should reduce the intersection volume-to-capacity (v/c) ratio back to 0.90 or baseline, if the baseline is greater than 0.90.

Impacts of Alton Parkway Closure

Closure of Alton Parkway was analyzed in a cumulative (Year 2015) condition. Tables C and D display the 2015 baseline conditions (no development on Shea Baker Ranch and a completed Alton Parkway), which were previously reported in the August 2011 Traffic Study and the results of two new modeled scenarios provided by AFA. One scenario presents anticipated intersection operations after Development Scenario 1 (750 dwelling units, no Rancho Parkway [South] extension) with Alton Parkway. The second scenario displays the results of closing Alton Parkway between Commercentre Drive and Towne Centre-Rancho Parkway with Development Scenario 1 and 2. The ICU worksheets for both new scenarios are provided in AFA's report, which is attached to this addendum.

As shown on Table C, the closure of Alton Parkway between Commercentre Drive and Towne Centre-Rancho Parkway would result in two significant impacts under Development Scenario 1 (by comparing the 750 dwelling unit with Alton Parkway to the 750 dwelling unit without Alton Parkway LOS). These impacts occur in the p.m. peak hour at the intersections of Lake Forest Drive/Rancho Parkway and Bake Parkway/Commercentre Drive.

As shown in Table D, the closure of Alton Parkway between Commercentre Drive and Towne Centre-Rancho Parkway would result in three significant impacts under Development Scenario 2 (by comparing the 1,344 dwelling unit with Alton Parkway to the 1,344 dwelling unit without Alton Parkway LOS). These impacts occur in the p.m. peak hour at the intersections of Bake Parkway/Commercentre Drive, Bake Parkway/Irvine Boulevard-Trabuco Road, and Los Alisos Boulevard/Muirlands Boulevard.

Temporary Mitigation

The significant impacts to intersections during the closure of Alton Parkway are temporary in nature. As such, LSA has identified the following temporary mitigation measures to offset the impacts caused by the closure.

Table C - Alton Roadway Closure Impacts in Year 2015 with Development Scenario 1

Intersection	2015 Baseline (No Development with Alton Parkway)				2015 Plus Development Scenario 1 (750 Units with Alton Parkway)				Development Scenario 1 (750 Units Without Alton Parkway)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1 Alton Parkway/Portola Pkwy	0.43	A	0.30	A	0.43	A	0.30	A	0.42	A	0.26	A
2 Bake Pkwy/Portola Pkwy	0.53	A	0.83	D	0.53	A	0.81	D	0.60	A	0.74	C
3 Lake Forest Dr/Portola Pkwy	0.54	A	0.75	C	0.54	A	0.74	C	0.62	B	0.73	C
4 Glenn Ranch Rd/Portola Pkwy	0.60	A	0.64	B	0.61	B	0.63	B	0.63	B	0.59	A
5 Portola Pkwy/SR-241 ramps	0.50	A	0.60	A	0.51	A	0.58	A	0.54	A	0.65	B
6 Alton Pkwy/SR-241 ramps	0.53	A	0.45	A	0.58	A	0.47	A	0.24	A	0.29	A
7 Lake Forest Dr/SR-241 NB ramps	0.30	A	0.37	A	0.30	A	0.38	A	0.38	A	0.44	A
8 Lake Forest Dr/SR-241 SB ramps	0.47	A	0.45	A	0.47	A	0.46	A	0.55	A	0.52	A
9 Bake Pkwy/Rancho Pkwy (N)	0.61	B	0.72	C	0.60	A	0.72	C	0.73	C	0.83	D
10 Lake Forest Dr/Rancho Pkwy	0.60	A	0.82	D	0.61	B	0.82	D	0.73	C	0.91	E
11 Bake Pkwy/Rancho Pkwy (S)	0.59	A	0.66	B	0.60	A	0.71	C	0.67	B	0.83	D
12 El Toro Rd/Portola-Santa Margarita	0.64	B	0.86	D	0.64	B	0.85	D	0.67	B	0.84	D
13 Bake Pkwy/Commercentre Dr	0.60	A	0.74	C	0.62	B	0.74	C	0.79	C	1.00	E
14 Bake Pkwy/Irvine Blvd-Trabuco Rd	1.04	F	0.89	D	1.06	F	0.91	E	1.03	F	0.90	D
15 Lake Forest Dr/Trabuco Rd	0.82	D	0.80	C	0.83	D	0.83	D	0.83	D	0.81	D
16 Ridge Route Dr/Trabuco Rd	0.50	A	0.61	B	0.50	A	0.60	A	0.52	A	0.63	B
17 El Toro Rd/Trabuco Rd ¹	0.68	B	0.75	C	0.67	B	0.73	C	0.68	B	0.75	C
18 Bake Pkwy/Toledo Way	0.74	C	0.62	B	0.77	C	0.62	B	0.74	C	0.61	B
19 Lake Forest Dr/Toledo Way	0.51	A	0.47	A	0.51	A	0.48	A	0.53	A	0.49	A
20 Ridge Route Dr/Toledo Way	0.31	A	0.32	A	0.31	A	0.33	A	0.30	A	0.32	A
21 El Toro Rd/Toledo Way	0.57	A	0.57	A	0.57	A	0.57	A	0.58	A	0.57	A
22 Bake Pkwy/Jeromimo Rd	0.86	D	0.73	C	0.90	D	0.78	C	0.84	D	0.77	C
23 Lake Forest Dr/Jeronimo Rd	0.65	B	0.71	C	0.68	B	0.74	C	0.70	B	0.77	C
24 Ridge Route Dr/Jeronimo Rd	0.44	A	0.53	A	0.44	A	0.55	A	0.44	A	0.56	A
25 El Toro Rd/Jeronimo Rd	0.74	C	0.77	C	0.76	C	0.80	C	0.76	C	0.77	C
26 Los Alisos Blvd/Jeronimo Rd	0.68	B	0.80	C	0.68	B	0.81	D	0.72	C	0.82	D
27 Lake Forest Dr/Muirlands Blvd	0.63	B	0.83	D	0.64	B	0.84	D	0.62	B	0.85	D
28 Ridge Route Dr/Muirlands Blvd	0.47	A	0.65	B	0.46	A	0.65	B	0.47	A	0.66	B
29 El Toro Rd/Muirlands Blvd	0.64	B	0.80	C	0.63	B	0.79	C	0.64	B	0.81	D
30 Los Alisos Blvd/Muirlands Blvd	0.88	D	0.93	E	0.88	D	0.94	E	0.87	D	0.94	E
31 Lake Forest Dr/Rockfield Blvd	0.68	B	0.76	C	0.69	B	0.74	C	0.69	B	0.75	C
32 Ridge Route Dr/Rockfield Blvd	0.47	A	0.56	A	0.46	A	0.55	A	0.46	A	0.57	A
33 El Toro Rd/Rockfield Dr	0.51	A	0.64	B	0.51	A	0.65	B	0.53	A	0.64	B
34 Los Alisos Blvd/Rockfield Blvd	0.82	D	0.80	C	0.80	C	0.80	C	0.82	D	0.80	C
35 Lake Forest Dr/I-5 NB ramps	0.58	A	0.64	B	0.57	A	0.64	B	0.58	A	0.65	B
36 Lake Forest Dr/I-5 SB ramps	0.63	B	0.81	D	0.64	B	0.81	D	0.62	B	0.82	D
37 Paseo de Valencia/Avenida de Carlota	0.52	A	0.85	D	0.54	A	0.84	D	0.53	A	0.84	D
38 El Toro Rd/I-5 NB ramps ¹	0.64	B	0.67	B	0.64	B	0.67	B	0.65	B	0.67	B
39 El Toro Rd/Avenida de Carlota ¹	0.64	B	0.71	C	0.63	B	0.71	C	0.64	B	0.71	C
40 Portola Pkwy/Rancho Pkwy	0.44	A	0.53	A	0.42	A	0.53	A	0.41	A	0.53	A
41 Alton Pkwy/Towne Centre Dr	0.43	A	0.41	A	0.47	A	0.42	A	0.20	A	0.19	A
42 Alton Pkwy/Commercentre Dr	0.42	A	0.54	A	0.49	A	0.61	B	0.37	A	0.42	A
56 Bake Pkwy/Dimension Dr ²	0.52	A	0.68	B	0.71	C	0.78	C	0.82	D	0.87	D

Notes:

= exceeds City's level of service criteria

= Significant Impact

¹ Orange County Congestion Management Program (CMP) Intersection.² Intersection currently operates as a three-leg intersection. The fourth leg is constructed and will operate with implementation of the project.

Table D - Alton Roadway Closure Impacts in Year 2015 with Development Scenario 2

Intersection	2015 Baseline (No Development with Alton Parkway)				2015 Plus Development Scenario 2 (1,344 Units with Alton Parkway)				Development Scenario 2 (1,344 Units Without Alton Parkway)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1 Alton Parkway/Portola Pkwy	0.43	A	0.30	A	0.43	A	0.30	A	0.40	A	0.25	A
2 Bake Pkwy/Portola Pkwy	0.53	A	0.83	D	0.52	A	0.81	D	0.58	A	0.71	C
3 Lake Forest Dr/Portola Pkwy	0.54	A	0.75	C	0.54	A	0.74	C	0.63	B	0.74	C
4 Glenn Ranch Rd/Portola Pkwy	0.60	A	0.64	B	0.61	B	0.62	B	0.63	B	0.57	A
5 Portola Pkwy/SR-241 ramps	0.50	A	0.60	A	0.47	A	0.58	A	0.49	A	0.65	B
6 Alton Pkwy/SR-241 ramps	0.53	A	0.45	A	0.57	A	0.49	A	0.26	A	0.31	A
7 Lake Forest Dr/SR-241 NB ramps	0.30	A	0.37	A	0.31	A	0.36	A	0.38	A	0.41	A
8 Lake Forest Dr/SR-241 SB ramps	0.47	A	0.45	A	0.41	A	0.43	A	0.50	A	0.48	A
9 Bake Pkwy/Rancho Pkwy (N)	0.61	B	0.72	C	0.62	B	0.72	C	0.70	B	0.79	C
10 Lake Forest Dr/Rancho Pkwy	0.60	A	0.82	D	0.58	A	0.84	D	0.72	C	0.90	D
11 Bake Pkwy/Rancho Pkwy (S)	0.59	A	0.66	B	0.63	B	0.71	C	0.81	D	0.78	C
12 El Toro Rd/Portola-Santa Margarita	0.64	B	0.86	D	0.65	B	0.85	D	0.67	B	0.84	D
13 Bake Pkwy/Commercentre Dr	0.60	A	0.74	C	0.59	A	0.71	C	0.79	C	1.04	F
14 Bake Pkwy/Irvine Blvd-Trabuco Rd	1.04	F	0.89	D	1.03	F	0.89	D	1.03	F	0.91	E
15 Lake Forest Dr/Trabuco Rd	0.82	D	0.80	C	0.82	D	0.83	D	0.84	D	0.81	D
16 Ridge Route Dr/Trabuco Rd	0.50	A	0.61	B	0.49	A	0.60	A	0.52	A	0.63	B
17 El Toro Rd/Trabuco Rd ¹	0.68	B	0.75	C	0.67	B	0.75	C	0.68	B	0.74	C
18 Bake Pkwy/Toledo Way	0.74	C	0.62	B	0.75	C	0.63	B	0.73	C	0.61	B
19 Lake Forest Dr/Toledo Way	0.51	A	0.47	A	0.56	A	0.47	A	0.53	A	0.48	A
20 Ridge Route Dr/Toledo Way	0.31	A	0.32	A	0.29	A	0.33	A	0.30	A	0.35	A
21 El Toro Rd/Toledo Way	0.57	A	0.57	A	0.56	A	0.57	A	0.57	A	0.58	A
22 Bake Pkwy/Jeronimo Rd	0.86	D	0.73	C	0.89	D	0.79	C	0.84	D	0.76	C
23 Lake Forest Dr/Jeronimo Rd	0.65	B	0.71	C	0.69	B	0.75	C	0.72	C	0.76	C
24 Ridge Route Dr/Jeronimo Rd	0.44	A	0.53	A	0.44	A	0.55	A	0.45	A	0.56	A
25 El Toro Rd/Jeronimo Rd	0.74	C	0.77	C	0.74	C	0.76	C	0.76	C	0.77	C
26 Los Alisos Blvd/Jeronimo Rd	0.68	B	0.80	C	0.68	B	0.80	C	0.72	C	0.83	D
27 Lake Forest Dr/Muirlands Blvd	0.63	B	0.83	D	0.65	B	0.83	D	0.64	B	0.84	D
28 Ridge Route Dr/Muirlands Blvd	0.47	A	0.65	B	0.46	A	0.64	B	0.47	A	0.66	B
29 El Toro Rd/Muirlands Blvd	0.64	B	0.80	C	0.65	B	0.80	C	0.64	B	0.82	D
30 Los Alisos Blvd/Muirlands Blvd	0.88	D	0.93	E	0.89	D	0.93	E	0.88	D	0.95	E
31 Lake Forest Dr/Rockfield Blvd	0.68	B	0.76	C	0.68	B	0.76	C	0.69	B	0.76	C
32 Ridge Route Dr/Rockfield Blvd	0.47	A	0.56	A	0.45	A	0.55	A	0.46	A	0.56	A
33 El Toro Rd/Rockfield Dr	0.51	A	0.64	B	0.51	A	0.64	B	0.52	A	0.65	B
34 Los Alisos Blvd/Rockfield Blvd	0.82	D	0.80	C	0.79	C	0.81	D	0.81	D	0.82	D
35 Lake Forest Dr/I-5 NB ramps	0.58	A	0.64	B	0.56	A	0.63	B	0.57	A	0.64	B
36 Lake Forest Dr/I-5 SB ramps	0.63	B	0.81	D	0.64	B	0.81	D	0.64	B	0.80	C
37 Paseo de Valencia/Avenida de Carlota	0.52	A	0.85	D	0.54	A	0.87	D	0.54	A	0.86	D
38 El Toro Rd/I-5 NB ramps ¹	0.64	B	0.67	B	0.64	B	0.67	B	0.64	B	0.67	B
39 El Toro Rd/Avenida de Carlota ¹	0.64	B	0.71	C	0.64	B	0.72	C	0.65	B	0.73	C
40 Portola Pkwy/Rancho Pkwy	0.44	A	0.53	A	0.44	A	0.53	A	0.42	A	0.52	A
41 Alton Pkwy/Towne Centre Dr	0.43	A	0.41	A	0.63	B	0.53	A	0.21	A	0.26	A
42 Alton Pkwy/Commercentre Dr	0.42	A	0.54	A	0.49	A	0.60	A	0.37	A	0.43	A
56 Bake Pkwy/Dimension Dr ²	0.52	A	0.68	B	0.57	A	0.76	C	0.81	D	0.90	D

Notes:

 = exceeds City's level of service criteria

 = Significant Impact

¹ Orange County Congestion Management Program (CMP) Intersection.

² Intersection currently operates as a three-leg intersection. The fourth leg is constructed and will operate with implementation of the project.

Lake Forest Drive/Rancho Parkway. This intersection would be impacted in the p.m. peak hour by the closure of Alton Parkway in Development Scenario 1. Currently the eastbound direction is striped with one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane; and the westbound direction is striped with one exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane. During the temporary closure of Alton Parkway between Commercentre Drive and Towne Centre Drive, this intersection could be returned to an acceptable LOS by either restriping the eastbound right-turn lane to a through/right-turn lane or restriping the westbound approach to add a second westbound left-turn lane. A second eastbound receiving lane is already provided on the east leg of the intersection. Either improvement (whether temporary or permanent) would result in LOS D in the p.m. peak hour. LOS worksheets demonstrating these mitigation measures are attached to this addendum.

Bake Parkway/Commercentre Drive. This intersection would be impacted in the p.m. peak hour by the closure of Alton Parkway in both Development Scenario 1 and Development Scenario 2. Currently signal phasing is split in the east-west direction. The eastbound direction is striped with one exclusive left-turn lane, one exclusive through lane, and one through/right-turn lane. The westbound direction is striped with two exclusive left-turn lanes and one through/right-turn lane. During the temporary closure of Alton Parkway between Commercentre Drive and Towne Centre Drive, this intersection could be returned to an acceptable LOS by striping the exclusive eastbound through lane as a second eastbound left-turn lane. This temporary improvement would result in LOS D in the p.m. peak hour. An LOS worksheet demonstrating this mitigation measure is attached to this addendum.

Bake Parkway/Irvine Boulevard-Trabuco Road. This intersection would be impacted in the p.m. peak hour by the closure of Alton Parkway in Development Scenario 2. An impact to this intersection was previously disclosed in the August 2011 Traffic Study with full buildout of the project. Not all of the LFTM intersection improvements identified for the full project's impact on this intersection are necessary to alleviate the temporary impact associated with the closure of Alton Parkway. The intersection would operate at LOS D in the p.m. peak hour with the addition of a second northbound left-turn lane. An LOS worksheet demonstrating this mitigation measure is attached to this addendum.

Los Alisos Boulevard/Muirlands Boulevard. Traffic model runs estimated that the redistribution of traffic caused by the closure of Alton Parkway between Commercentre Drive and Towne Centre Drive would increase traffic at this intersection. In Development Scenario 2, this estimated increase would result in a 0.02 increase in the v/c ratio at the intersection, which is considered an impact. This intersection is anticipated to operate at an unacceptable LOS in the p.m. peak hour in the baseline condition. Improvements to this intersection are identified in the LFTM program. If the City implements one or more of the improvements prior to the temporary closure of Alton Parkway, then the intersection will operate at an acceptable LOS during the temporary closure of Alton Parkway. If no LFTM improvements are implemented prior to the temporary closure of Alton Parkway, then the City should monitor operations at this intersection. Because this intersection is located approximately 4 miles from the roadway closure, an impact at this intersection may not materialize. Temporary solutions, such as signal timing modifications, may be sufficient to mitigate the temporary increase in traffic volume.

DEVELOPMENT PHASING ANALYSIS

The August 2011 Traffic Study identified two significant traffic impacts resulting from implementation of the full project (2,379 dwelling units). These impacts occurred at Bake Parkway/Irvine Boulevard-Trabuco Road and Bake Parkway/Jeronimo Road and could be mitigated by implementation of LFTM improvements. This addendum analyzes two intermediate construction phases to determine when the previously identified impacts will occur and which LFTM improvements are necessary for that phase.

Table E compares the 2015 baseline (no project) conditions to the development of 750 dwelling units, 1,344 dwelling units, and the full project's 2,379 dwelling units. The 750-dwelling-unit and 1,344-dwelling-unit scenarios do not include development of the proposed park or the neighborhood retail use. The extension of Alton Parkway will be completed prior to the development of either the 750-dwelling-unit or 1,344-dwelling-unit scenarios. Rancho Parkway (South) will be extended from its current terminus to Alton Parkway in the 1,344-dwelling-unit scenario.

As displayed on Table E, developing the first 750 dwelling units of the Shea Baker Ranch area will result in a significant impact to the intersection of Bake Parkway/Irvine Boulevard-Trabuco Road. Developing the additional 594 apartments at the northeast corner of Alton Parkway/Towne Centre Drive (concurrent with the extension of Rancho Parkway (South) to Alton Parkway) will not result in additional significant impacts.

The intersection of Bake Parkway/Irvine Boulevard-Trabuco Road could be returned to an acceptable LOS by providing a second northbound left-turn lane. The addition of a second northbound left-turn lane is one of the LFTM improvements programmed for this intersection. An LOS worksheet demonstrating this mitigation measure is attached to this addendum. It should also be noted that the addition of a second northbound left-turn lane is sufficient to return the intersection to an acceptable LOS for the full project as well.

CONCLUSIONS

This addendum identified temporary traffic impacts resulting from the proposed closure of Alton Parkway and mitigation measures to return the affected intersections to acceptable LOS. This addendum also identifies which mitigation measures, previously identified in the August 2011 Traffic Study for the full project, are necessary during the first phases of project development. Two development scenarios were analyzed in a 2015 condition: Development Scenario 1 contains 750 dwelling units on Shea Baker Ranch and does not extend Rancho Parkway (South) to Alton Parkway, and Development Scenario 2 contains 1,344 dwelling units on Shea Baker Ranch and extends Rancho Parkway (South) to Alton Parkway.

Lake Forest Drive/Rancho Parkway would be impacted by the closure of Alton Parkway under Development Scenario 1 but could be mitigated by either restriping the eastbound right-turn lane to a through/right-turn lane or restriping the westbound approach to add a second westbound left-turn lane. Bake Parkway/Commercentre Drive would be impacted by the closure of Alton Parkway under either phased scenario but could be mitigated by restriping the exclusive eastbound through lane to a second eastbound left-turn lane. Bake Parkway/Irvine Boulevard-Trabuco Road would be impacted

Table E - Year 2015: 750 Units, 1,344 Units, and Full Project Impacts

Intersection	2015 Baseline (No Development with Alton Parkway)				2015 Plus Development Scenario 1 (750 Units without Rancho Parkway Extension)				2015 Plus Development Scenario 2 (1,344 Units with Rancho Parkway Extension)				2015 Plus Full Project (2,379 Units)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1 Alton Parkway/Portola Pkwy	0.43	A	0.30	A	0.43	A	0.30	A	0.43	A	0.30	A	0.44	A	0.31	A
2 Bake Pkwy/Portola Pkwy	0.53	A	0.83	D	0.53	A	0.81	D	0.52	A	0.81	D	0.51	A	0.81	D
3 Lake Forest Dr/Portola Pkwy	0.54	A	0.75	C	0.54	A	0.74	C	0.54	A	0.74	C	0.54	A	0.76	C
4 Glenn Ranch Rd/Portola Pkwy	0.60	A	0.64	B	0.61	B	0.63	B	0.61	B	0.62	B	0.61	B	0.62	B
5 Portola Pkwy/SR-241 ramps	0.50	A	0.60	A	0.51	A	0.58	A	0.47	A	0.58	A	0.48	A	0.60	A
6 Alton Pkwy/SR-241 ramps	0.53	A	0.45	A	0.58	A	0.47	A	0.57	A	0.49	A	0.56	A	0.51	A
7 Lake Forest Dr/SR-241 NB ramps	0.30	A	0.37	A	0.30	A	0.38	A	0.31	A	0.36	A	0.31	A	0.35	A
8 Lake Forest Dr/SR-241 SB ramps	0.47	A	0.45	A	0.47	A	0.46	A	0.41	A	0.43	A	0.41	A	0.44	A
9 Bake Pkwy/Rancho Pkwy (N)	0.61	B	0.72	C	0.60	A	0.72	C	0.62	B	0.72	C	0.61	B	0.71	C
10 Lake Forest Dr/Rancho Pkwy	0.60	A	0.82	D	0.61	B	0.82	D	0.58	A	0.84	D	0.59	A	0.85	D
11 Bake Pkwy/Rancho Pkwy (S)	0.59	A	0.66	B	0.60	A	0.71	C	0.63	B	0.71	C	0.61	B	0.67	B
12 El Toro Rd/Portola-Santa Margarita	0.64	B	0.86	D	0.64	B	0.85	D	0.65	B	0.85	D	0.64	B	0.85	D
13 Bake Pkwy/Commercecentre Dr	0.60	A	0.74	C	0.62	B	0.74	C	0.59	A	0.71	C	0.60	A	0.71	C
14 Bake Pkwy/Irvine Blvd-Trabuco Rd	1.04	F	0.89	D	1.06	F	0.91	E	1.03	F	0.89	D	1.06	F	0.93	E
15 Lake Forest Dr/Trabuco Rd	0.82	D	0.80	C	0.83	D	0.83	D	0.82	D	0.83	D	0.83	D	0.82	D
16 Ridge Route Dr/Trabuco Rd	0.50	A	0.61	B	0.50	A	0.60	A	0.49	A	0.60	A	0.49	A	0.60	A
17 El Toro Rd/Trabuco Rd ¹	0.68	B	0.75	C	0.67	B	0.73	C	0.67	B	0.75	C	0.68	B	0.75	C
18 Bake Pkwy/Toledo Way	0.74	C	0.62	B	0.77	C	0.62	B	0.75	C	0.63	B	0.77	C	0.64	B
19 Lake Forest Dr/Toledo Way	0.51	A	0.47	A	0.51	A	0.48	A	0.56	A	0.47	A	0.52	A	0.48	A
20 Ridge Route Dr/Toledo Way	0.31	A	0.32	A	0.31	A	0.33	A	0.29	A	0.33	A	0.31	A	0.33	A
21 El Toro Rd/Toledo Way	0.57	A	0.57	A	0.57	A	0.57	A	0.56	A	0.57	A	0.57	A	0.59	A
22 Bake Pkwy/Jeronimo Rd	0.86	D	0.73	C	0.90	D	0.78	C	0.89	D	0.79	C	0.91	E	0.80	C
23 Lake Forest Dr/Jeronimo Rd	0.65	B	0.71	C	0.68	B	0.74	C	0.69	B	0.75	C	0.70	B	0.74	C
24 Ridge Route Dr/Jeronimo Rd	0.44	A	0.53	A	0.44	A	0.55	A	0.44	A	0.55	A	0.44	A	0.55	A
25 El Toro Rd/Jeronimo Rd	0.74	C	0.77	C	0.76	C	0.80	C	0.74	C	0.76	C	0.74	C	0.78	C
26 Los Alisos Blvd/Jeronimo Rd	0.68	B	0.80	C	0.68	B	0.81	D	0.68	B	0.80	C	0.70	B	0.80	C
27 Lake Forest Dr/Muirlands Blvd	0.63	B	0.83	D	0.64	B	0.84	D	0.65	B	0.83	D	0.65	B	0.84	D
28 Ridge Route Dr/Muirlands Blvd	0.47	A	0.65	B	0.46	A	0.65	B	0.46	A	0.64	B	0.45	A	0.65	B
29 El Toro Rd/Muirlands Blvd	0.64	B	0.80	C	0.63	B	0.79	C	0.65	B	0.80	C	0.65	B	0.80	C
30 Los Alisos Blvd/Muirlands Blvd	0.88	D	0.93	E	0.88	D	0.94	E	0.89	D	0.93	E	0.88	D	0.93	E
31 Lake Forest Dr/Rockfield Blvd	0.68	B	0.76	C	0.69	B	0.74	C	0.68	B	0.76	C	0.69	B	0.76	C
32 Ridge Route Dr/Rockfield Blvd	0.47	A	0.56	A	0.46	A	0.55	A	0.45	A	0.55	A	0.45	A	0.55	A
33 El Toro Rd/Rockfield Dr	0.51	A	0.64	B	0.51	A	0.65	B	0.51	A	0.64	B	0.52	A	0.63	B
34 Los Alisos Blvd/Rockfield Blvd	0.82	D	0.80	C	0.80	C	0.80	C	0.79	C	0.81	D	0.81	D	0.81	D
35 Lake Forest Dr/I-5 NB ramps	0.58	A	0.64	B	0.57	A	0.64	B	0.56	A	0.63	B	0.57	A	0.64	B
36 Lake Forest Dr/I-5 SB ramps	0.63	B	0.81	D	0.64	B	0.81	D	0.64	B	0.81	D	0.64	B	0.81	D
37 Paseo de Valencia/Avenida de Carlota	0.52	A	0.85	D	0.54	A	0.84	D	0.54	A	0.87	D	0.53	A	0.87	D
38 El Toro Rd/I-5 NB ramps ¹	0.64	B	0.67	B	0.64	B	0.67	B	0.64	B	0.67	B	0.65	B	0.68	B
39 El Toro Rd/Avenida de Carlota ¹	0.64	B	0.71	C	0.63	B	0.71	C	0.64	B	0.72	C	0.67	B	0.71	C
40 Portola Pkwy/Rancho Pkwy	0.44	A	0.53	A	0.42	A	0.53	A	0.44	A	0.53	A	0.44	A	0.53	A
41 Alton Pkwy/Towne Centre Dr	0.43	A	0.41	A	0.47	A	0.42	A	0.63	B	0.53	A	0.60	A	0.55	A
42 Alton Pkwy/Commercecentre Dr	0.42	A	0.54	A	0.49	A	0.61	B	0.49	A	0.60	A	0.42	A	0.54	A
56 Bake Pkwy/Dimension Dr ²	0.52	A	0.68	B	0.71	C	0.78	C	0.57	A	0.76	C	0.52	A	0.68	B

Notes:

= exceeds City's level of service criteria

= Significant Impact

¹ Orange County Congestion Management Program (CMP) Intersection.² Intersection currently operates as a three-leg intersection. The fourth leg is constructed and will operate with implementation of the project.

by the closure of Alton Parkway under Development Scenario 2 but could be mitigated by adding a second northbound right-turn lane. Los Alisos Boulevard/Muirlands Boulevard would be impacted by the closure of Alton Parkway under Development Scenario 2. This intersection is 4 miles from the proposed roadway closure and should be monitored by the City if planned LFTM improvements have not already been implemented.

The intersection of Bake Parkway/Irvine Boulevard-Trabuco Road was identified as impacted by the full project in the August 2011 Traffic Study. This intersection would be impacted by the first phase of development (750 dwelling units) but would operate at an acceptable LOS after the addition of a second northbound left-turn lane, which is one of the LFTM improvements planned for this intersection.

ATTACHMENT A
LFTAM TRAFFIC DATA

**City of Lake Forest
SBRA Project
(Zones 31-34 & 36)**

**Lake Forest Traffic Analysis Model (LFTAM)
Traffic Forecasts
2015 Construction Analysis
Alternatives 1 and 2
With and Without Alton Parkway**

Prepared by:

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August 23, 2011

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LAND USES

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- Figure 9: 2015 ADT Volumes (000s) – Construction Analysis Alternative 1 With Alton Parkway
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- Figure 11: 2015 ADT Volumes (000s) – Construction Analysis Alternative 2 With Alton Parkway
- Figure 12: 2015 ADT Volumes (000s) – Construction Analysis Alternative 2 Without Alton Parkway

PEAK HOUR ICU SUMMARY TABLES

Table G: 2015 SBRA Project Construction Analysis Intersection LOS Summary

ICU WORKSHEETS

LAND USES

Table A - Construction Analysis Alternative 1

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour									
				In	Out	Total	In	Out	Total							
Trip Rates¹																
SFD		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01							
Condominium		DU	8.15	0.17	0.50	0.67	0.45	0.33	0.78							
Apartment		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62							
Community Park		Acre	1.59	0.00	0.01	0.01	0.02	0.02	0.04							
Neighborhood Retail		TSF		ITE Regression Equation												
Trip Generation																
TAZ 31																
SFD	0	DU	0	0	0	0	0	0	0							
Condominium	0	DU	0	0	0	0	0	0	0							
TAZ 32																
SFD	155	DU	1,483	29	87	116	99	58	157							
TAZ 33																
SFD	174	DU	1,665	33	98	131	111	65	176							
TAZ 34																
SFD	88	DU	842	17	50	66	56	33	89							
Condominium	333	DU	2,714	57	167	223	150	110	260							
Community Park	0	Acre	0	0	0	0	0	0	0							
Subtotal:	421		3,556	73	216	289	206	143	349							
TAZ 36																
Apartment	594	DU	3,992	61	242	303	239	129	368							
Neighborhood Retail	0	TSF	0	0	0	0	0	0	0							
Total Trip Generation	1,344		10,696	195	643	839	655	395	1,049							

Notes:

¹ LFTAM ADT and Peak Hour Land Use Trip Rate Summary.Alton Parkway closed to the public between Commercentre Drive and Rancho Parkway
Rancho Parkway (South) extended to Alton Parkway

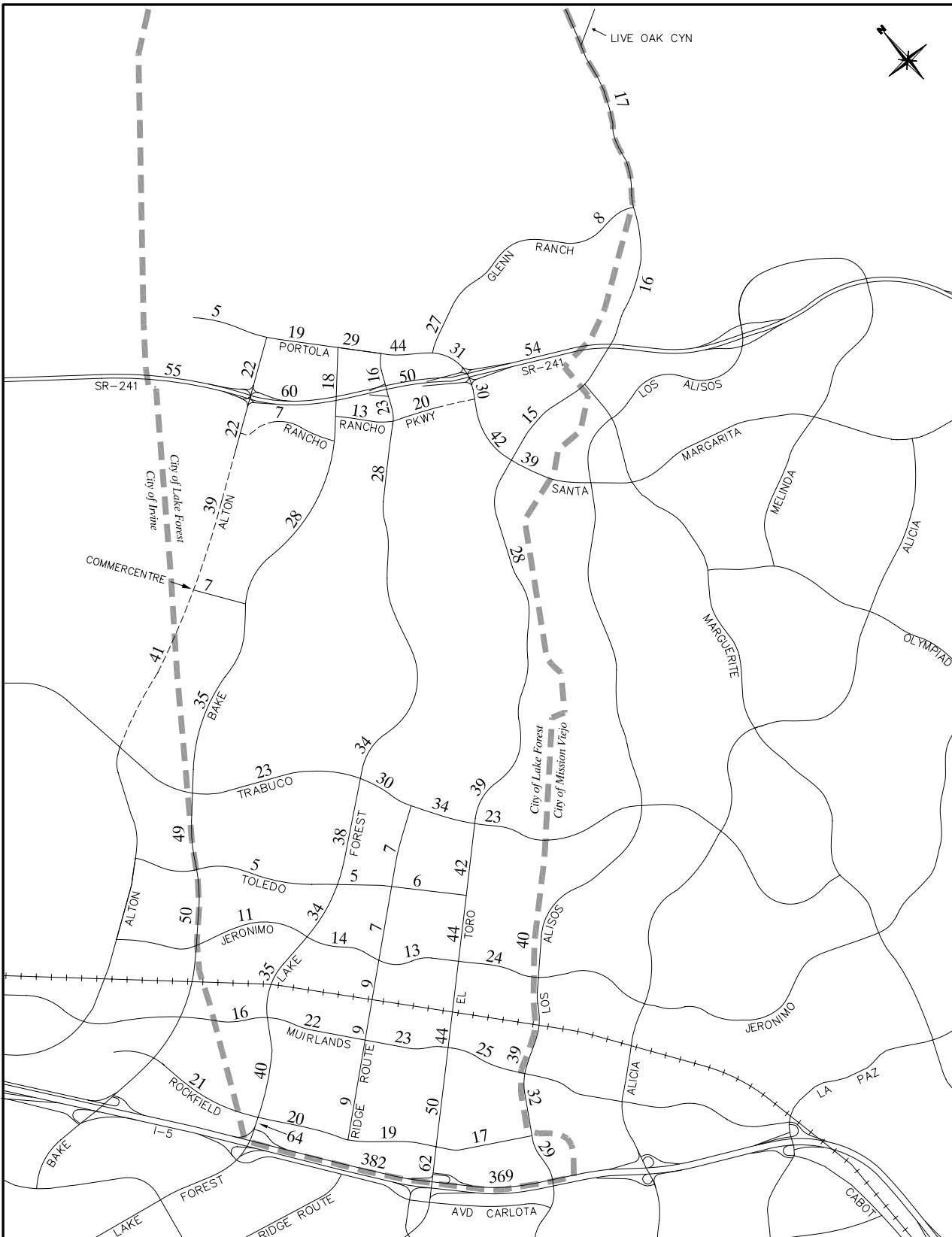
Table B - Construction Analysis Alternative 2

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour									
				In	Out	Total	In	Out	Total							
Trip Rates¹																
SFD		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01							
Condominium		DU	8.15	0.17	0.50	0.67	0.45	0.33	0.78							
Apartment		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62							
Community Park		Acre	1.59	0.00	0.01	0.01	0.02	0.02	0.04							
Neighborhood Retail		TSF		ITE Regression Equation												
Trip Generation																
TAZ 31																
SFD	0	DU	0	0	0	0	0	0	0							
Condominium	0	DU	0	0	0	0	0	0	0							
TAZ 32																
SFD	155	DU	1,483	29	87	116	99	58	157							
TAZ 33																
SFD	174	DU	1,665	33	98	131	111	65	176							
TAZ 34																
SFD	88	DU	842	17	50	66	56	33	89							
Condominium	333	DU	2,714	57	167	223	150	110	260							
Community Park	0	Acre	0	0	0	0	0	0	0							
Subtotal:	421		3,556	73	216	289	206	143	349							
TAZ 36																
Apartment	0	DU	0	0	0	0	0	0	0							
Neighborhood Retail	0	TSF	0	0	0	0	0	0	0							
Total Trip Generation	750		6,705	135	401	536	415	266	681							

Notes:

¹ LFTAM ADT and Peak Hour Land Use Trip Rate Summary.Alton Parkway closed to the public between Commercentre Drive and Rancho Parkway
Rancho Parkway (South) same as existing condition

ADT FIGURES

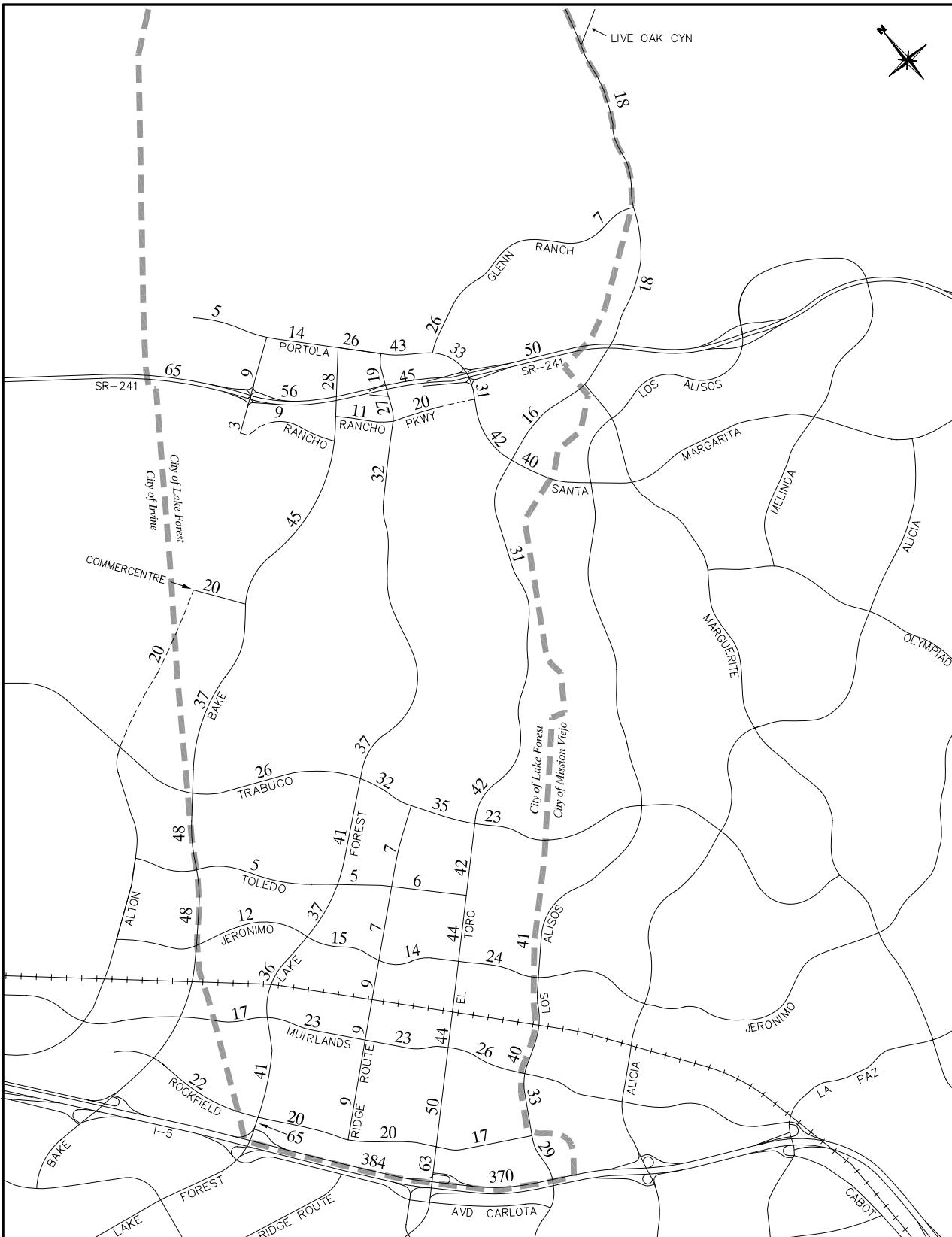


Legend

- Existing Roadway
- - - Future Roadway

Figure 9

2015 ADT VOLUMES (000s)
- CONSTRUCTION ANALYSIS ALTERNATIVE 1
WITH ALTON PARKWAY

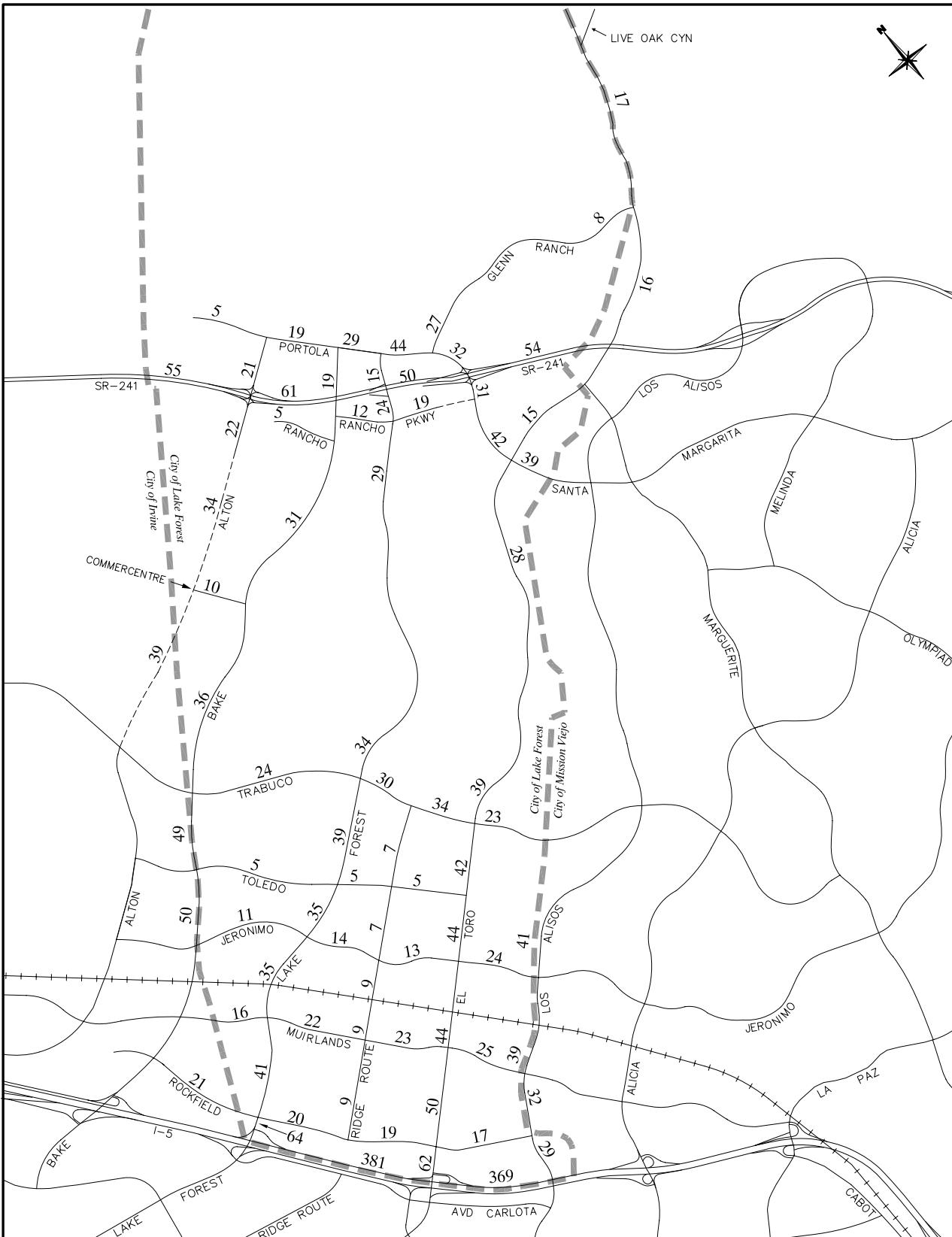


Legend

- Existing Roadway
- - - Future Roadway

Figure 10

2015 ADT VOLUMES (000s)
- CONSTRUCTION ANALYSIS ALTERNATIVE 1
WITHOUT ALTON PARKWAY

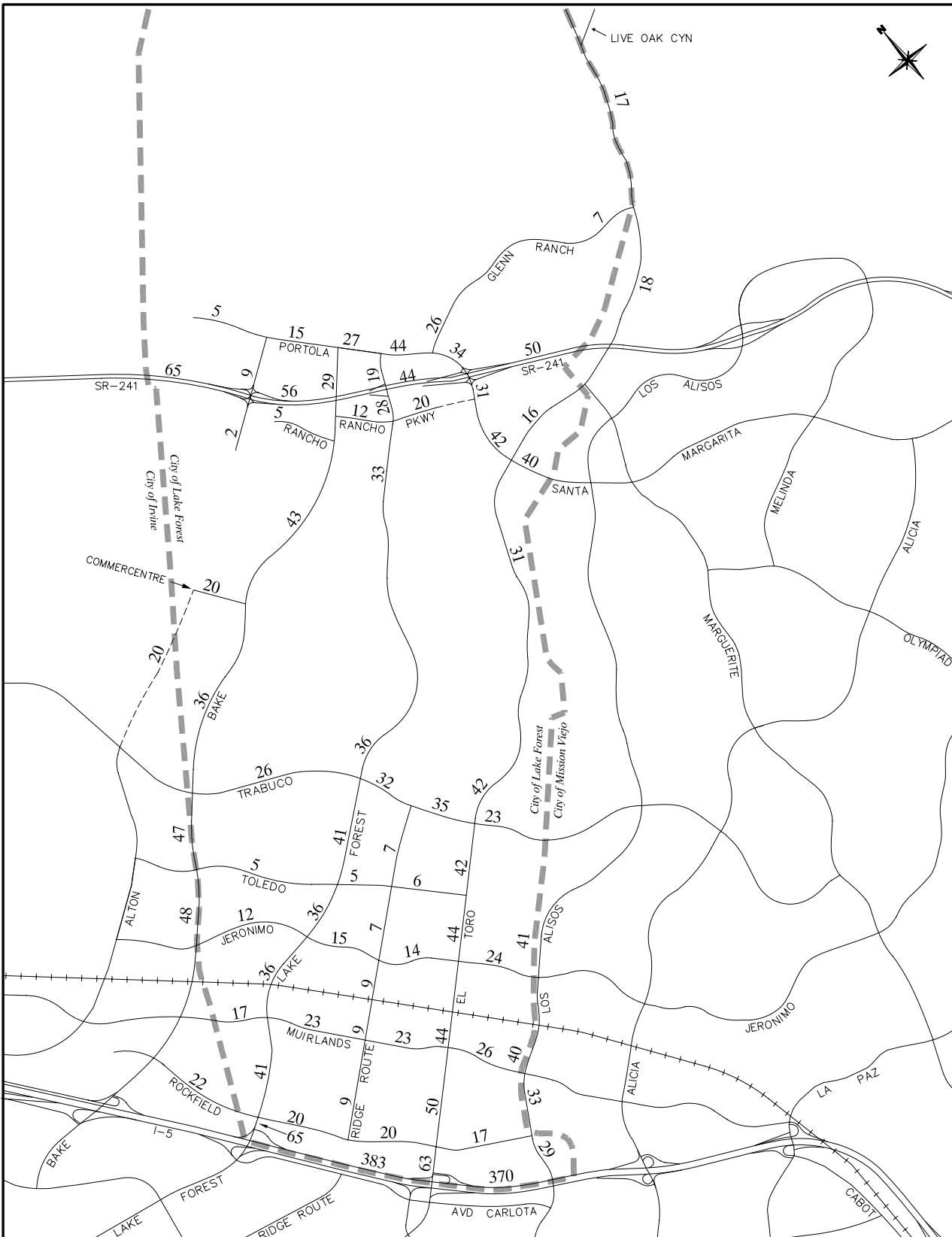


Legend

- Existing Roadway
- - - Future Roadway

Figure 11

2015 ADT VOLUMES (000s)
- CONSTRUCTION ANALYSIS ALTERNATIVE 2
WITH ALTON PARKWAY



Legend

- Existing Roadway
- - - Future Roadway

Figure 12

2015 ADT VOLUMES (000s)
- CONSTRUCTION ANALYSIS ALTERNATIVE 2
WITHOUT ALTON PARKWAY

PEAK HOUR ICU SUMMARY TABLE

Table G

2015 SBRA PROJECT CONSTRUCTION ANALYSIS INTERSECTION LOS SUMMARY

Intersection	Construction Analysis Alternative 1								Construction Analysis Alternative 2							
	With Alton Parkway				Without Alton Parkway				With Alton Parkway				Without Alton Parkway			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Alton & Portola	.43	A	.30	A	.40	A	.25	A	.43	A	.30	A	.42	A	.26	A
2. Bake & Portola	.52	A	.81	D	.58	A	.71	C	.53	A	.81	D	.60	A	.74	C
3. Lake Forest & Portola	.54	A	.74	C	.63	B	.74	C	.54	A	.74	C	.62	B	.73	C
4. Glenn Ranch & Portola	.61	B	.62	B	.63	B	.57	A	.61	B	.63	B	.63	B	.59	A
5. Portola & SR-241 Ramps	.47	A	.58	A	.49	A	.65	B	.51	A	.58	A	.54	A	.65	B
6. Alton & SR-241 Ramps	.57	A	.49	A	.26	A	.31	A	.58	A	.47	A	.24	A	.29	A
7. Lake Forest & SR-241 NB	.31	A	.36	A	.38	A	.41	A	.30	A	.38	A	.38	A	.44	A
8. Lake Forest & SR-241 SB	.41	A	.43	A	.50	A	.48	A	.47	A	.46	A	.55	A	.52	A
9. Bake & Rancho N	.62	B	.72	C	.70	B	.79	C	.60	A	.72	C	.73	C	.83	D
10. Lake Forest & Rancho	.58	A	.84	D	.72	C	.90	D	.61	B	.82	D	.73	C	.91	E
11. Bake & Rancho S	.63	B	.71	C	.81	D	.78	C	.60	A	.71	C	.67	B	.83	D
12. El Toro & Portola/Santa Margarita	.65	B	.85	D	.67	B	.84	D	.64	B	.85	D	.67	B	.84	D
13. Bake & Commercentre	.59	A	.71	C	.79	C	1.04	F	.62	B	.74	C	.79	C	1.00	E
14. Bake & Irvine/Trabuco	1.03	F	.89	D	1.03	F	.91	E	1.06	F	.91	E	1.03	F	.90	D
15. Lake Forest & Trabuco	.82	D	.83	D	.84	D	.81	D	.83	D	.83	D	.83	D	.81	D
16. Ridge Route & Trabuco	.49	A	.60	A	.52	A	.63	B	.50	A	.60	A	.52	A	.63	B
17. El Toro & Trabuco	.67	B	.75	C	.68	B	.74	C	.67	B	.73	C	.68	B	.75	C
18. Bake & Toledo	.75	C	.63	B	.73	C	.61	B	.77	C	.62	B	.74	C	.61	B
19. Lake Forest & Toledo	.56	A	.47	A	.53	A	.48	A	.51	A	.48	A	.53	A	.49	A
20. Ridge Route & Toledo	.29	A	.33	A	.30	A	.35	A	.31	A	.33	A	.30	A	.32	A
21. El Toro & Toledo	.56	A	.57	A	.57	A	.58	A	.57	A	.57	A	.58	A	.57	A
22. Bake & Jeronimo	.89	D	.79	C	.84	D	.76	C	.90	D	.78	C	.84	D	.77	C
23. Lake Forest & Jeronimo	.69	B	.75	C	.72	C	.76	C	.68	B	.74	C	.70	B	.77	C
24. Ridge Route & Jeronimo	.44	A	.55	A	.45	A	.56	A	.44	A	.55	A	.44	A	.56	A
25. El Toro & Jeronimo	.74	C	.76	C	.76	C	.77	C	.76	C	.80	C	.76	C	.77	C
26. Los Alisos & Jeronimo	.68	B	.80	C	.72	C	.83	D	.68	B	.81	D	.72	C	.82	D
27. Lake Forest & Muirlands	.65	B	.83	D	.64	B	.84	D	.64	B	.84	D	.62	B	.85	D
28. Ridge Route & Muirlands	.46	A	.64	B	.47	A	.66	B	.46	A	.65	B	.47	A	.66	B
29. El Toro & Muirlands	.65	B	.80	C	.64	B	.82	D	.63	B	.79	C	.64	B	.81	D
30. Los Alisos & Muirlands	.89	D	.93	E	.88	D	.95	E	.88	D	.94	E	.87	D	.94	E
31. Lake Forest & Rockfield	.68	B	.76	C	.69	B	.76	C	.69	B	.74	C	.69	B	.75	C
32. Ridge Route & Rockfield	.45	A	.55	A	.46	A	.56	A	.46	A	.55	A	.46	A	.57	A
33. El Toro & Rockfield	.51	A	.64	B	.52	A	.65	B	.51	A	.65	B	.53	A	.64	B
34. Los Alisos & Rockfield	.79	C	.81	D	.81	D	.82	D	.80	C	.80	C	.82	D	.80	C
35. Lake Forest & I-5 NB	.56	A	.63	B	.57	A	.64	B	.57	A	.64	B	.58	A	.65	B
36. Lake Forest & I-5/Carlota	.64	B	.81	D	.64	B	.80	C	.64	B	.81	D	.62	B	.82	D
37. Paseo De Valencia & Carlota	.54	A	.87	D	.54	A	.86	D	.54	A	.84	D	.53	A	.84	D
38. El Toro & Bridger/I-5 NB	.64	B	.67	B	.64	B	.67	B	.64	B	.67	B	.65	B	.67	B
39. El Toro & Avd Carlota	.64	B	.72	C	.65	B	.73	C	.63	B	.71	C	.64	B	.71	C
40. Portola & Rancho	.44	A	.53	A	.42	A	.52	A	.42	A	.53	A	.41	A	.53	A
41. Alton & Towne Centre Dr	.63	B	.53	A	.21	A	.26	A	.47	A	.42	A	.20	A	.19	A
42. Alton & Commercentre	.49	A	.60	A	.37	A	.43	A	.49	A	.61	B	.37	A	.42	A
56. Bake & Dimension	.57	A	.76	C	.81	D	.90	D	.71	C	.78	C	.82	D	.87	D

ICU WORKSHEETS

1. Alton & Portola

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	130	.08		NBL	1	1700	30	.02	110	.06
NBT	2	3400	80	.02*	190	.06*		NBT	2	3400	50	.01*	150	.04*
NBR	f		310		640			NBR			180		230	
SBL	1	1700	210	.12*	90	.05*		SBL	1	1700	320	.19*	130	.08*
SBT	2	3400	140	.04	100	.03		SBT	2	3400	80	.02	60	.02
SBR	d	1700	0	.00	10	.01		SBR	d	1700	0	.00	10	.01
EBL	2	3400	10	.00	10	.00		EBL	2	3400	10	.00	10	.00
EBT	2	3400	270	.08*	110	.03*		EBT	2	3400	350	.10*	140	.04*
EBR	f		100		60			EBR	f		60		30	
WBL	2	3400	540	.16*	380	.11*		WBL	2	3400	180	.05*	150	.04*
WBT	3	5100	140	.03	220	.04		WBT	3	5100	150	.03	250	.05
WBR	f		100		160			WBR	f		130		200	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.43		.30		TOTAL CAPACITY UTILIZATION			.40		.25		

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02	130	.08*		NBL	1	1700	20	.01	100	.06
NBT	2	3400	80	.02*	180	.05		NBT	2	3400	50	.01*	130	.04*
NBR	f		300		660			NBR			170		270	
SBL	1	1700	210	.12*	90	.05		SBL	1	1700	320	.19*	130	.08*
SBT	2	3400	140	.04	100	.03*		SBT	2	3400	70	.02	60	.02
SBR	d	1700	0	.00	10	.01		SBR	d	1700	0	.00	10	.01
EBL	2	3400	10	.00	10	.00		EBL	2	3400	10	.00	10	.00
EBT	2	3400	270	.08*	110	.03*		EBT	2	3400	360	.11*	140	.04*
EBR	f		100		60			EBR	f		50		30	
WBL	2	3400	540	.16*	370	.11*		WBL	2	3400	210	.06*	160	.05*
WBT	3	5100	140	.03	220	.04		WBT	3	5100	160	.03	250	.05
WBR	f		100		170			WBR	f		130		220	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.43		.30		TOTAL CAPACITY UTILIZATION			.42		.26		

2. Bake & Portola

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	50	.03	230	.14	
NBT	1.5	5100	130	{.04}* [*]	330	{.15}* [*]	
NBR	1.5		100		840		
SBL	1	1700	140	.08*	270	.16*	
SBT	2	3400	270	.08	290	.09	
SBR	d	1700	240	.14	330	.19	
EBL	1	1700	300	.18*	370	.22*	
EBT	3	5100	280	.05	660	.13	
EBR	d	1700	50	.03	60	.04	
WBL	2	3400	910	.27	570	.17	
WBT	2	3400	590	.17*	780	.23*	
WBR	d	1700	70	.04	170	.10	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.52		.81		

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	140	.08*	350	.21	
NBT	1.5	5100	160	.05	430	{.18}* [*]	
NBR	1.5		100		760		
SBL	1	1700	110	.06	250	.15*	
SBT	2	3400	410	.12*	370	.11	
SBR	d	1700	130	.08	250	.15	
EBL	1	1700	270	.16	220	.13*	
EBT	3	5100	250	.05*	500	.10	
EBR	d	1700	260	.15	190	.11	
WBL	2	3400	830	.24*	520	.15	
WBT	2	3400	380	.11	670	.20*	
WBR	d	1700	60	.04	210	.12	
Right Turn Adjustment			EBR		.04*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.71		

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	60	.04*	240	.14	
NBT	1.5	5100	140	{.04}	320	{.15}* [*]	
NBR	1.5		100		850		
SBL	1	1700	130	.08	270	.16*	
SBT	2	3400	270	.08*	290	.09	
SBR	d	1700	240	.14	330	.19	
EBL	1	1700	300	.18*	380	.22*	
EBT	3	5100	280	.05	680	.13	
EBR	d	1700	60	.04	70	.04	
WBL	2	3400	920	.27	560	.16	
WBT	2	3400	600	.18*	780	.23*	
WBR	d	1700	70	.04	170	.10	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.53		.81		

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C	
NBL	1	1700	150	.09*	390	.23*	
NBT	1.5	5100	180	{.05}	420	{.17}	
NBR	1.5		120		780		
SBL	1	1700	110	.06	260	.15	
SBT	2	3400	400	.12*	360	.11*	
SBR	d	1700	130	.08	260	.15	
EBL	1	1700	260	.15	260	.15*	
EBT	3	5100	240	.05*	490	.10	
EBR	d	1700	270	.16	190	.11	
WBL	2	3400	850	.25*	600	.18	
WBT	2	3400	400	.12	680	.20*	
WBR	d	1700	60	.04	170	.10	
Right Turn Adjustment			EBR		.04*		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.60		.74		

3. Lake Forest & Portola

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	
NBL	1	1700	40	.02	90	.05			NBL	1	1700	40	.02	160	.09
NBT	2	3400	110	.03*	100	.03*			NBT	2	3400	140	.04*	130	.04*
NBR	d	1700	260	.15	450	.26			NBR	d	1700	300	.18	510	.30
SBL	1	1700	230	.14*	220	.13*			SBL	1	1700	230	.14*	200	.12*
SBT	2	3400	90	.03	130	.04			SBT	2	3400	120	.04	160	.05
SBR	d	1700	10	.01	10	.01			SBR	d	1700	10	.01	10	.01
EBL	2	3400	10	.00	10	.00			EBL	2	3400	10	.00	10	.00
EBT	3	5100	500	.10	1400	.27*			EBT	3	5100	450	.09*	1170	.23*
EBR	d	1700	40	.02	30	.02			EBR	d	1700	50	.03	40	.02
WBL	2	3400	730	.21	460	.14*			WBL	2	3400	1050	.31*	540	.16*
WBT	3	5100	1630	.32*	1060	.21			WBT	3	5100	1270	.25	930	.18
WBR	d	1700	260	.15	160	.09			WBR	d	1700	250	.15	150	.09
Right Turn Adjustment					NBR	.12*			Right Turn Adjustment					NBR	.14*
Clearance Interval			.05*		NBR	.05*			Clearance Interval			.05*		NBR	.05*
TOTAL CAPACITY UTILIZATION			.54		.74		TOTAL CAPACITY UTILIZATION			.63		.74			

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	
NBL	1	1700	40	.02	90	.05			NBL	1	1700	50	.03	130	.08
NBT	2	3400	100	.03*	90	.03*			NBT	2	3400	140	.04*	120	.04*
NBR	d	1700	250	.15	420	.25			NBR	d	1700	260	.15	490	.29
SBL	1	1700	230	.14*	220	.13*			SBL	1	1700	230	.14*	200	.12*
SBT	2	3400	90	.03	130	.04			SBT	2	3400	120	.04	150	.04
SBR	d	1700	10	.01	10	.01			SBR	d	1700	10	.01	10	.01
EBL	2	3400	10	.00	10	.00			EBL	2	3400	10	.00	10	.00
EBT	3	5100	490	.10	1430	.28*			EBT	3	5100	470	.09*	1190	.23*
EBR	d	1700	40	.02	30	.02			EBR	d	1700	50	.03	40	.02
WBL	2	3400	700	.21	450	.13*			WBL	2	3400	1010	.30*	540	.16*
WBT	3	5100	1640	.32*	1060	.21			WBT	3	5100	1300	.25	1000	.20
WBR	d	1700	260	.15	170	.10			WBR	d	1700	240	.14	160	.09
Right Turn Adjustment					NBR	.12*			Right Turn Adjustment					NBR	.13*
Clearance Interval			.05*		NBR	.05*			Clearance Interval			.05*		NBR	.05*
TOTAL CAPACITY UTILIZATION			.54		.74		TOTAL CAPACITY UTILIZATION			.62		.73			

4. Glenn Ranch & Portola

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04	90	.05
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	60	.04
SBL	2	3400	490	.14*	350	.10*
SBT	2	3400	50	.01	20	.01
SBR	f		930		690	
EBL	2	3400	460	.14*	1060	.31*
EBT	3	5100	560	.11	1550	.30
EBR	1	1700	30	.02	70	.04
WBL	2	3400	100	.03	60	.02
WBT	3	5100	1390	.27*	770	.15*
WBR	1	1700	60	.04	360	.21
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION			.61		.62	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	50	.03	70	.04
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	90	.05
SBL	2	3400	520	.15*	350	.10*
SBT	2	3400	50	.01	20	.01
SBR	f		760		660	
EBL	2	3400	430	.13*	830	.24*
EBT	3	5100	570	.11	1590	.31
EBR	1	1700	30	.02	70	.04
WBL	2	3400	110	.03	60	.02
WBT	3	5100	1500	.29*	780	.15*
WBR	1	1700	60	.04	460	.27
Right Turn Adjustment						
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION			.63		.57	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04	80	.05
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	80	.05
SBL	2	3400	490	.14*	360	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		900		680	
EBL	2	3400	430	.13*	1070	.31*
EBT	3	5100	570	.11	1560	.31
EBR	1	1700	30	.02	60	.04
WBL	2	3400	100	.03	60	.02
WBT	3	5100	1410	.28*	790	.15*
WBR	1	1700	70	.04	350	.21
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION			.61		.63	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	50	.03	70	.04
NBT	2	3400	20	.01*	20	.01*
NBR	0	0	30	.02	90	.05
SBL	2	3400	530	.16*	360	.11*
SBT	2	3400	50	.01	20	.01
SBR	f		740		640	
EBL	2	3400	390	.11*	840	.25*
EBT	3	5100	600	.12	1590	.31
EBR	1	1700	30	.02	60	.04
WBL	2	3400	110	.03	60	.02
WBT	3	5100	1530	.30*	870	.17*
WBR	1	1700	90	.05	450	.26
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION			.63		.59	

5. Portola & SR-241 Ramps

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	580	.17*	290	.09
NBT	3	5100	880	.17	910	.18*
NBR	f		30		130	
SBL	2	3400	220	.06	890	.26*
SBT	2	3400	660	.19*	1060	.31
SBR	f		250		80	
EBL	1	1700	100	.06*	160	.09*
EBT	0	0	0		0	
EBR	f		250		470	
WBL	2	3400	110	.03	30	.01
WBT	0	0	0		0	
WBR	f		1520		330	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.47		.58	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	560	.16*	250	.07
NBT	3	5100	870	.17	930	.18*
NBR	f		50		180	
SBL	2	3400	210	.06	920	.27*
SBT	2	3400	690	.20*	1060	.31
SBR	f		260		110	
EBL	1	1700	130	.08*	260	.15*
EBT	0	0	0		0	
EBR	f		240		420	
WBL	2	3400	170	.05	50	.01
WBT	0	0	0		0	
WBR	f		1640		320	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.65	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	620	.18*	270	.08
NBT	3	5100	890	.17	900	.18*
NBR	f		40		160	
SBL	2	3400	230	.07	880	.26*
SBT	2	3400	670	.20*	1080	.32
SBR	f		260		110	
EBL	1	1700	130	.08*	160	.09*
EBT	0	0	0		0	
EBR	f		230		460	
WBL	2	3400	120	.04	30	.01
WBT	0	0	0		0	
WBR	f		1510		350	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.51		.58	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	590	.17*	260	.08
NBT	3	5100	880	.17	930	.18*
NBR	f		40		200	
SBL	2	3400	260	.08	910	.27*
SBT	2	3400	700	.21*	1070	.31
SBR	f		260		120	
EBL	1	1700	190	.11*	260	.15*
EBT	0	0	0		0	
EBR	f		200		400	
WBL	2	3400	220	.06	50	.01
WBT	0	0	0		0	
WBR	f		1620		420	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.54		.65	

6. Alton & SR-241 Ramps

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	50 .03*	170 .10		
NBT	2	3400	590 .17	1010 .30*		
NBR	f		200	560		
SBL	1	1700	130 .08	80 .05*		
SBT	2	3400	1160 .34*	770 .23		
SBR	f		180	190		
EBL	2	3400	210 .06	200 .06		
EBT	0	0	0	0		
EBR	f		210	80		
WBL	2	3400	510 .15*	300 .09*		
WBT	0	0	0	0		
WBR	f		110	110		
Clearance Interval			.05*	.05*		
TOTAL CAPACITY UTILIZATION			.57	.49		

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	130 .08	190 .11		
NBT	2	3400	120 .04*	160 .05*		
NBR	f			140		100
SBL	1	1700	130 .08*	150 .09*		
SBT	2	3400	80 .02	70 .02		
SBR	f			490		330
EBL	2	3400	320 .09*	420 .12*		
EBT	0	0	0	0		
EBR	f			220		60
WBL	2	3400	60 .02	110 .03		
WBT	0	0	0	0		
WBR	f			130		120
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.26	.31

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	20 .01*	100 .06		
NBT	2	3400	540 .16	1000 .29*		
NBR	f		170	580		
SBL	1	1700	130 .08	90 .05*		
SBT	2	3400	1150 .34*	760 .22		
SBR	f		180	210		
EBL	2	3400	220 .06	200 .06		
EBT	0	0	0	0		
EBR	f		80	30		
WBL	2	3400	610 .18*	270 .08*		
WBT	0	0	0	0		
WBR	f		80	110		
Clearance Interval			.05*	.05*		
TOTAL CAPACITY UTILIZATION			.58	.47		

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1700	10 .01	60 .04		
NBT	2	3400	30 .01*	80 .02*		
NBR	f			20		80
SBL	1	1700	130 .08*	150 .09*		
SBT	2	3400	80 .02	70 .02		
SBR	f			540		350
EBL	2	3400	330 .10*	450 .13*		
EBT	0	0	0	0		
EBR	f			80		10
WBL	2	3400	70 .02	50 .01		
WBT	0	0	0	0		
WBR	f			130		120
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.24	.29

7. Lake Forest & SR-241 NB

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	140	.04	270	.08*
NBT	2	3400	890	.26*	990	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	710	.21	770	.23*
SBR	1	1700	100	.06	300	.18
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION .31 .36

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	130	.04*	300	.09*
NBT	2	3400	990	.29	1180	.35
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	970	.29*	910	.27*
SBR	1	1700	190	.11	310	.18
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION .38 .41

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	150	.04	330	.10*
NBT	2	3400	860	.25*	960	.28
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	680	.20	780	.23*
SBR	1	1700	90	.05	280	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION .30 .38

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	160	.05*	410	.12*
NBT	2	3400	960	.28	1140	.34
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3400	940	.28*	920	.27*
SBR	1	1700	170	.10	300	.18
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION .38 .44

8. Lake Forest & SR-241 SB

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	2	3400	750	.22*	1120	.33*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	710	.21	770	.23	
SBR	0	0	0		0		
EBL	2	3400	270	.08*	140	.04*	
EBT	0	0	0		0		
EBR	1	1700	250	.15	220	.13	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.06*		EBR	.01*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .41 .43

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	2	3400	800	.24	1240	.36*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	970	.29*	910	.27	
SBR	0	0	0		0		
EBL	2	3400	310	.09*	230	.07*	
EBT	0	0	0		0		
EBR	1	1700	280	.16	240	.14	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.07*				
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .50 .48

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	2	3400	780	.23*	1150	.34*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	680	.20	780	.23	
SBR	0	0	0		0		
EBL	2	3400	230	.07*	130	.04*	
EBT	0	0	0		0		
EBR	1	1700	360	.21	260	.15	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.12*		EBR	.03*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .47 .46

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	2	3400	860	.25	1350	.40*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	940	.28*	920	.27	
SBR	0	0	0		0		
EBL	2	3400	250	.07*	190	.06*	
EBT	0	0	0		0		
EBR	1	1700	380	.22	290	.17	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.15*		EBR	.01*	
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .55 .52

9. Bake & Rancho N

2015 Circulation Analysis 1 w/Alton						2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR	
NBL	0	0	0		0	NBL	0	0	0		0	
NBT	2	3400	620	.18	1590	NBT	2	3400	880	.26	1930	.57*
NBR	d	1700	270	.16	450	NBR	d	1700	240	.14	380	.22
SBL	1	1700	60	.04	150	SBL	1	1700	60	.04	150	.09*
SBT	2	3400	1430	.42*	750	SBT	2	3400	1840	.54*	1110	.33
SBR	0	0	0		0	SBR	0	0	0		0	
EBL	0	0	0		0	EBL	0	0	0		0	
EBT	0	0	0		0	EBT	0	0	0		0	
EBR	0	0	0		0	EBR	0	0	0		0	
WBL	2	3400	510	.15*	360	WBL	2	3400	370	.11*	280	.08*
WBT	0	0	0		0	WBT	0	0	0		0	
WBR	2	3400	30	.01	190	WBR	2	3400	30	.01	180	.05
Clearance Interval			.05*		.05*	Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.72	TOTAL CAPACITY UTILIZATION			.70		.79	
2015 Circulation Analysis 2 w/Alton						2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR	
NBL	0	0	0		0	NBL	0	0	0		0	
NBT	2	3400	630	.19	1640	NBT	2	3400	960	.28	2060	.61*
NBR	d	1700	270	.16	400	NBR	d	1700	270	.16	410	.24
SBL	1	1700	60	.04	150	SBL	1	1700	50	.03	150	.09*
SBT	2	3400	1400	.41*	730	SBT	2	3400	1870	.55*	1170	.34
SBR	0	0	0		0	SBR	0	0	0		0	
EBL	0	0	0		0	EBL	0	0	0		0	
EBT	0	0	0		0	EBT	0	0	0		0	
EBR	0	0	0		0	EBR	0	0	0		0	
WBL	2	3400	460	.14*	330	WBL	2	3400	430	.13*	270	.08*
WBT	0	0	0		0	WBT	0	0	0		0	
WBR	2	3400	30	.01	190	WBR	2	3400	30	.01	180	.05
Clearance Interval			.05*		.05*	Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.60		.72	TOTAL CAPACITY UTILIZATION			.73		.83	

10. Lake Forest & Rancho

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	100	.06*	240	.14*
NBT	2	3400	710	.21	1050	.31
NBR	d	1700	270	.16	450	.26
SBL	1	1700	140	.08	100	.06
SBT	2	3400	830	.24*	850	.25*
SBR	d	1700	60	.04	60	.04
EBL	1	1700	20	.01	30	.02
EBT	1	1700	160	.09*	410	.24*
EBR	1	1700	60	.04	100	.06
WBL	1	1700	240	.14*	270	.16*
WBT	2	3400	570	.17	290	.09
WBR	1	1700	50	.03	150	.09
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.84	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	100	.06*	240	.14*
NBT	2	3400	760	.22	1150	.34
NBR	d	1700	280	.16	520	.31
SBL	1	1700	130	.08	110	.06
SBT	2	3400	1110	.33*	1010	.30*
SBR	d	1700	80	.05	60	.04
EBL	1	1700	20	.01	50	.03
EBT	1	1700	160	.09*	380	.22*
EBR	1	1700	50	.03	80	.05
WBL	1	1700	330	.19*	320	.19*
WBT	2	3400	450	.13	260	.08
WBR	1	1700	40	.02	170	.10
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.90	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	110	.06*	220	.13*
NBT	2	3400	730	.21	1070	.31
NBR	d	1700	280	.16	460	.27
SBL	1	1700	150	.09	100	.06
SBT	2	3400	870	.26*	880	.26*
SBR	d	1700	90	.05	80	.05
EBL	1	1700	30	.02	40	.02
EBT	1	1700	170	.10*	380	.22*
EBR	1	1700	40	.02	90	.05
WBL	1	1700	240	.14*	280	.16*
WBT	2	3400	520	.15	280	.08
WBR	1	1700	50	.03	170	.10
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.82	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	100	.06*	220	.13*
NBT	2	3400	800	.24	1250	.37
NBR	d	1700	290	.17	520	.31
SBL	1	1700	140	.08	100	.06
SBT	2	3400	1150	.34*	1050	.31*
SBR	d	1700	100	.06	80	.05
EBL	1	1700	30	.02	60	.04
EBT	1	1700	170	.10*	390	.23*
EBR	1	1700	40	.02	80	.05
WBL	1	1700	310	.18*	320	.19*
WBT	2	3400	490	.14	250	.07
WBR	1	1700	50	.03	170	.10
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.91	

11. Bake & Rancho S

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	30	.02*	100	.06	
NBT	2	3400	840	.25	1970	.58*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	1670	.49*	1060	.31	
SBR	1	1700	210	.12	130	.08	
EBL	2	3400	110	.03*	260	.08*	
EBT	0	0	0		0		
EBR	1	1700	160	.09	160	.09	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.04*				
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .63 .71

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	190	.11*	320	.19	
NBT	2	3400	1170	.34	2320	.68*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	2000	.59*	1390	.41	
SBR	1	1700	140	.08	100	.06	
EBL	2	3400	10	.00	180	.05*	
EBT	0	0	0		0		
EBR	1	1700	240	.14	370	.22	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.06*				
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .81 .78

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	0	.00	0	.00	
NBT	2	3400	940	.28	2060	.61*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	1790	.53*	1140	.34	
SBR	1	1700	10	.01	10	.01	
EBL	2	3400	10	.00	170	.05*	
EBT	0	0	0		0		
EBR	1	1700	40	.02	120	.07	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.02*				
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .60 .71

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	1	1700	0	.00	0	.00	
NBT	2	3400	1270	.37	2490	.73*	
NBR	0	0	0		0		
SBL	0	0	0		0		
SBT	2	3400	2050	.60*	1540	.45	
SBR	1	1700	170	.10	10	.01	
EBL	2	3400	10	.00	170	.05*	
EBT	0	0	0		0		
EBR	1	1700	40	.02	120	.07	
WBL	0	0	0		0		
WBT	0	0	0		0		
WBR	0	0	0		0		
Right Turn Adjustment		EBR	.02*				
Clearance Interval			.05*			.05*	

TOTAL CAPACITY UTILIZATION .67 .83

12. El Toro & Portola/Santa M

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	1	1700	320	.19*	360	.21*						NBL	1	1700	340	.20*	360	.21*
NBT	3	5100	170	.03	410	.08						NBT	3	5100	180	.04	560	.11
NBR	f		300		500							NBR	f		340		550	
SBL	1	1700	50	.03	330	.19						SBL	1	1700	50	.03	330	.19
SBT	3	5100	460	.09*	570	.11*						SBT	3	5100	640	.13*	610	.12*
SBR	1	1700	270	.16	650	.38						SBR	1	1700	200	.12	630	.37
EBL	2	3400	40	.01	430	.13						EBL	2	3400	40	.01	390	.11
EBT	3	5100	640	.13*	1280	.25*						EBT	3	5100	680	.13*	1250	.25*
EBR	1	1700	380	.22	640	.38						EBR	1	1700	360	.21	670	.39
WBL	2	3400	500	.15*	430	.13*						WBL	2	3400	560	.16*	430	.13*
WBT	4	6800	1620	.24	1020	.15						WBT	4	6800	1540	.23	1030	.15
WBR	d	1700	20	.01	40	.02						WBR	d	1700	20	.01	40	.02
Right Turn Adjustment		SBR	.04*		SBR	.10*						Right Turn Adjustment		SBR	.08*			
Clearance Interval			.05*			.05*						Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.65		.85		TOTAL CAPACITY UTILIZATION			.67		.84						

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	1	1700	320	.19*	370	.22*						NBL	1	1700	340	.20*	380	.22*
NBT	3	5100	170	.03	410	.08						NBT	3	5100	180	.04	560	.11
NBR	f		290		500							NBR	f		320		550	
SBL	1	1700	50	.03	330	.19						SBL	1	1700	50	.03	330	.19
SBT	3	5100	490	.10*	570	.11*						SBT	3	5100	640	.13*	610	.12*
SBR	1	1700	260	.15	650	.38						SBR	1	1700	200	.12	630	.37
EBL	2	3400	50	.01	440	.13						EBL	2	3400	50	.01	390	.11
EBT	3	5100	630	.12*	1280	.25*						EBT	3	5100	660	.13*	1260	.25*
EBR	1	1700	370	.22	640	.38						EBR	1	1700	350	.21	660	.39
WBL	2	3400	520	.15*	420	.12*						WBL	2	3400	560	.16*	420	.12*
WBT	4	6800	1600	.24	1000	.15						WBT	4	6800	1550	.23	1020	.15
WBR	d	1700	20	.01	50	.03						WBR	d	1700	20	.01	50	.03
Right Turn Adjustment		SBR	.03*		SBR	.10*						Right Turn Adjustment		SBR	.08*			
Clearance Interval			.05*			.05*						Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.64		.85		TOTAL CAPACITY UTILIZATION			.67		.84						

13. Bake & Commercentre

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	70	.04*	10	.01
NBT	2	3400	920	.27	1330	.39*
NBR	d	1700	770	.45	240	.14
SBL	1	1700	30	.02	60	.04*
SBT	2	3400	1160	.34*	830	.24
SBR	d	1700	70	.04	30	.02
EBL	1	1700	90	.05	170	.10
EBT	2	3400	120	.05*	90	.04*
EBR	0	0	40		60	
WBL	2	3400	320	.09*	660	.19*
WBT	1	1700	60	.05	100	.08
WBR	0	0	20		30	
Right Turn Adjustment		NBR	.02*			
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.59		.71	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	40	.02*	10	.01
NBT	2	3400	1100	.32	1350	.40*
NBR	d	1700	710	.42	270	.16
SBL	1	1700	60	.04	150	.09*
SBT	2	3400	1180	.35*	1000	.29
SBR	d	1700	670	.39	130	.08
EBL	1	1700	390	.23*	650	.38*
EBT	2	3400	140	.04	120	.04
EBR	0	0	10		20	
WBL	2	3400	270	.08	590	.17
WBT	1	1700	190	.14*	140	.12*
WBR	0	0	40		70	
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.79	1.04

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	70	.04*	10	.01
NBT	2	3400	1000	.29	1380	.41*
NBR	d	1700	740	.44	230	.14
SBL	1	1700	40	.02	80	.05*
SBT	2	3400	1230	.36*	850	.25
SBR	d	1700	220	.13	100	.06
EBL	1	1700	160	.09*	250	.15
EBT	2	3400	150	.05	80	.04*
EBR	0	0	30		40	
WBL	2	3400	270	.08	660	.19*
WBT	1	1700	100	.08*	70	.06
WBR	0	0	30		40	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.62		.74	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	50	.03*	10	.01
NBT	2	3400	1090	.32	1310	.39*
NBR	d	1700	710	.42	270	.16
SBL	1	1700	50	.03	160	.09*
SBT	2	3400	1180	.35*	970	.29
SBR	d	1700	640	.38	140	.08
EBL	1	1700	380	.22*	620	.36*
EBT	2	3400	140	.04	110	.04
EBR	0	0	10		10	
WBL	2	3400	270	.08	600	.18
WBT	1	1700	190	.14*	130	.11*
WBR	0	0	40		60	
Clearance Interval					.05*	.05*
TOTAL CAPACITY UTILIZATION					.79	1.00

14. Bakersfield & Irvine/Trabuco

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C	AM VOL	PK V/C	HOUR VOL	PM V/C	AM VOL	PK V/C	HOUR VOL	PM V/C
NBL	1	1700	620	.36*	450	.26*	NBL	1	1700	610	.36*	370	.22*	
NBT	3	5100	1430	.32	1310	.38	NBT	3	5100	1460	.33	1250	.37	
NBR	0	0	220		630		NBR	0	0	220		650	.38	
SBL	2	3400	40	.01	180	.05	SBL	2	3400	40	.01	180	.05	
SBT	3	5100	1210	.24*	1500	.29*	SBT	3	5100	1110	.22*	1480	.29*	
SBR	1	1700	180	.11	270	.16	SBR	1	1700	180	.11	320	.19	
EBL	2	3400	380	.11	250	.07	EBL	2	3400	390	.11	260	.08	
EBT	3	5100	330	.06*	1040	.20*	EBT	3	5100	370	.07*	1310	.26*	
EBR	1	1700	440	.26	490	.29	EBR	1	1700	330	.19	380	.22	
WBL	2	3400	1100	.32*	290	.09*	WBL	2	3400	1120	.33*	290	.09*	
WBT	3	5100	1020	.20	460	.09	WBT	3	5100	1310	.26	520	.10	
WBR	1	1700	190	.11	40	.02	WBR	1	1700	190	.11	40	.02	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.03		.89		TOTAL CAPACITY UTILIZATION			1.03		.91		
2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	HOUR VOL	PM V/C		LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	
NBL	1	1700	630	.37*	460	.27*	NBL	1	1700	620	.36*	370	.22*	
NBT	3	5100	1450	.33	1300	.38	NBT	3	5100	1440	.32	1200	.35	
NBR	0	0	210		620		NBR	0	0	210		650	.38	
SBL	2	3400	40	.01	170	.05	SBL	2	3400	40	.01	190	.06	
SBT	3	5100	1210	.24*	1460	.29*	SBT	3	5100	1090	.21*	1440	.28*	
SBR	1	1700	180	.11	310	.18	SBR	1	1700	180	.11	340	.20	
EBL	2	3400	380	.11	260	.08	EBL	2	3400	390	.11	250	.07	
EBT	3	5100	370	.07*	1070	.21*	EBT	3	5100	390	.08*	1320	.26*	
EBR	1	1700	450	.26	520	.31	EBR	1	1700	340	.20	400	.24	
WBL	2	3400	1120	.33*	290	.09*	WBL	2	3400	1120	.33*	290	.09*	
WBT	3	5100	1050	.21	470	.09	WBT	3	5100	1330	.26	520	.10	
WBR	1	1700	170	.10	40	.02	WBR	1	1700	180	.11	40	.02	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			1.06		.91		TOTAL CAPACITY UTILIZATION			1.03		.90		

15. Lake Forest & Trabuco

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	2	3400	260	.08*	270	.08*						NBL	2	3400	260	.08*	270	.08*
NBT	3	5100	880	.17	1060	.21						NBT	3	5100	940	.18	1190	.23
NBR	1	1700	70	.04	730	.43						NBR	1	1700	80	.05	640	.38
SBL	2	3400	280	.08	360	.11						SBL	2	3400	240	.07	280	.08
SBT	3	5100	1230	.28*	1070	.24*						SBT	3	5100	1400	.32*	1170	.27*
SBR	0	0	190		160							SBR	0	0	240		200	
EBL	2	3400	180	.05	250	.07						EBL	2	3400	220	.06	270	.08
EBT	3	5100	610	.12*	1110	.22*						EBT	3	5100	640	.13*	1420	.28*
EBR	1	1700	440	.26	190	.11						EBR	1	1700	450	.26	190	.11
WBL	2	3400	700	.21*	270	.08*						WBL	2	3400	630	.19*	270	.08*
WBT	3	5100	1020	.20	570	.11						WBT	3	5100	1310	.26	620	.12
WBR	1	1700	390	.23	450	.26						WBR	1	1700	320	.19	400	.24
Right Turn Adjustment		EBR	.08*		NBR	.16*			Right Turn Adjustment		EBR	.07*		NBR	.05*			
Clearance Interval			.05*			.05*			Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.82		.83		TOTAL CAPACITY UTILIZATION			.84		.81						

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	2	3400	260	.08*	270	.08*						NBL	2	3400	260	.08*	270	.08*
NBT	3	5100	900	.18	1070	.21						NBT	3	5100	950	.19	1170	.23
NBR	1	1700	80	.05	750	.44						NBR	1	1700	70	.04	640	.38
SBL	2	3400	270	.08	330	.10						SBL	2	3400	240	.07	270	.08
SBT	3	5100	1210	.28*	1090	.25*						SBT	3	5100	1380	.32*	1170	.27*
SBR	0	0	200		170							SBR	0	0	230		200	
EBL	2	3400	190	.06	270	.08						EBL	2	3400	210	.06*	280	.08
EBT	3	5100	640	.13*	1110	.22*						EBT	3	5100	660	.13	1420	.28*
EBR	1	1700	440	.26	200	.12						EBR	1	1700	440	.26	200	.12
WBL	2	3400	760	.22*	260	.08*						WBL	2	3400	600	.18	260	.08*
WBT	3	5100	1050	.21	590	.12						WBT	3	5100	1310	.26*	640	.13
WBR	1	1700	360	.21	440	.26						WBR	1	1700	340	.20	410	.24
Right Turn Adjustment		EBR	.07*		NBR	.15*			Right Turn Adjustment		EBR	.06*		NBR	.05*			
Clearance Interval			.05*			.05*			Clearance Interval			.05*			.05*			
TOTAL CAPACITY UTILIZATION			.83		.83		TOTAL CAPACITY UTILIZATION			.83		.81						

16. Ridge Route & Trabuco

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	1	1700	180	.11*	200	.12*						NBL	1	1700	180	.11*	200	.12*
NBT	0	0	0		0							NBT	0	0	0		0	
NBR	1	1700	90	.05	210	.12						NBR	1	1700	90	.05	220	.13
SBL	0	0	0		0							SBL	0	0	0		0	
SBT	0	0	0		0							SBT	0	0	0		0	
SBR	0	0	0		0							SBR	0	0	0		0	
EBL	0	0	0		0							EBL	0	0	0		0	
EBT	3	5100	660	.13	1910	.37*						EBT	3	5100	660	.13	2040	.40*
EBR	d	1700	190	.11	90	.05						EBR	d	1700	180	.11	110	.06
WBL	1	1700	120	.07	100	.06*						WBL	1	1700	130	.08	100	.06*
WBT	3	5100	1670	.33*	990	.19						WBT	3	5100	1820	.36*	980	.19
WBR	0	0	0		0							WBR	0	0	0		0	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*						
TOTAL CAPACITY UTILIZATION			.49		.60		TOTAL CAPACITY UTILIZATION			.52		.63						

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	1	1700	190	.11*	210	.12*						NBL	1	1700	200	.12*	210	.12*
NBT	0	0	0		0							NBT	0	0	0		0	
NBR	1	1700	90	.05	220	.13						NBR	1	1700	90	.05	240	.14
SBL	0	0	0		0							SBL	0	0	0		0	
SBT	0	0	0		0							SBT	0	0	0		0	
SBR	0	0	0		0							SBR	0	0	0		0	
EBL	0	0	0		0							EBL	0	0	0		0	
EBT	3	5100	680	.13	1890	.37*						EBT	3	5100	670	.13	2040	.40*
EBR	d	1700	190	.11	110	.06						EBR	d	1700	180	.11	110	.06
WBL	1	1700	130	.08	100	.06*						WBL	1	1700	130	.08	100	.06*
WBT	3	5100	1730	.34*	970	.19						WBT	3	5100	1790	.35*	990	.19
WBR	0	0	0		0							WBR	0	0	0		0	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*						
TOTAL CAPACITY UTILIZATION			.50		.60		TOTAL CAPACITY UTILIZATION			.52		.63						

17. El Toro & Trabuco

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	320	.09*	450	.13
NBT	3	5100	1020	.20	1390	.27*
NBR	1	1700	130	.08	600	.35
SBL	2	3400	290	.09	270	.08*
SBT	3	5100	1490	.29*	900	.18
SBR	1	1700	370	.22	130	.08
EBL	2	3400	170	.05*	600	.18
EBT	3	5100	320	.09	1050	.27*
EBR	0	0	240	.14	330	
WBL	2	3400	270	.08	190	.06*
WBT	3	5100	990	.19*	500	.10
WBR	1	1700	220	.13	160	.09
Right Turn Adjustment				NBR	.02*	
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for SBR NBR						
TOTAL CAPACITY UTILIZATION			.67		.75	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	250	.07*	420	.12
NBT	3	5100	1090	.21	1470	.29*
NBR	1	1700	130	.08	570	.34
SBL	2	3400	300	.09	270	.08*
SBT	3	5100	1550	.30*	990	.19
SBR	1	1700	550	.32	160	.09
EBL	2	3400	190	.06*	760	.22*
EBT	3	5100	320	.09	1120	.26
EBR	0	0	220	.13	230	
WBL	2	3400	270	.08	210	.06
WBT	3	5100	1040	.20*	500	.10*
WBR	1	1700	220	.13	160	.09
Clearance Interval					.05*	.05*
Note: Assumes Right-Turn Overlap for SBR NBR						
TOTAL CAPACITY UTILIZATION			.68		.74	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	290	.09*	430	.13
NBT	3	5100	1050	.21	1430	.28*
NBR	1	1700	140	.08	560	.33
SBL	2	3400	290	.09	260	.08*
SBT	3	5100	1440	.28*	930	.18
SBR	1	1700	440	.26	130	.08
EBL	2	3400	170	.05*	610	.18
EBT	3	5100	340	.10	1080	.26*
EBR	0	0	230	.14	270	
WBL	2	3400	260	.08	190	.06*
WBT	3	5100	1010	.20*	500	.10
WBR	1	1700	230	.14	160	.09
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for SBR NBR						
TOTAL CAPACITY UTILIZATION			.67		.73	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	230	.07*	420	.12
NBT	3	5100	1100	.22	1440	.28*
NBR	1	1700	130	.08	600	.35
SBL	2	3400	290	.09	270	.08*
SBT	3	5100	1540	.30*	1000	.20
SBR	1	1700	540	.32	150	.09
EBL	2	3400	190	.06*	820	.24*
EBT	3	5100	330	.10	1100	.26
EBR	0	0	210	.12	210	
WBL	2	3400	270	.08	190	.06
WBT	3	5100	1040	.20*	510	.10*
WBR	1	1700	230	.14	160	.09
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for SBR NBR						
TOTAL CAPACITY UTILIZATION			.68		.75	

18. Bake & Toledo

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	190	.11*	20	.01
NBT	3	5100	1960	.38	2070	.41*
NBR	d	1700	20	.01	290	.17
SBL	1	1700	70	.04	100	.06*
SBT	3	5100	2160	.42*	2090	.41
SBR	d	1700	350	.21	50	.03
EBL	2	3400	100	.03	150	.04
EBT	2	3400	10	.00*	310	.09*
EBR	1	1700	10	.01	190	.11
WBL	1	1700	290	.17*	30	.02*
WBT	2	3400	280	.11	30	.02
WBR	0	0	80		80	.05
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.75		.63	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	190	.11*	20	.01
NBT	3	5100	1990	.39	1910	.37*
NBR	d	1700	20	.01	300	.18
SBL	1	1700	80	.05	100	.06*
SBT	3	5100	1980	.39*	2000	.39
SBR	d	1700	330	.19	60	.04
EBL	2	3400	90	.03	180	.05
EBT	2	3400	10	.00*	380	.11*
EBR	1	1700	10	.01	170	.10
WBL	1	1700	300	.18*	30	.02*
WBT	2	3400	380	.13	40	.02
WBR	0	0	70		80	.05
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73		.61	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	200	.12*	20	.01
NBT	3	5100	1970	.39	2060	.40*
NBR	d	1700	20	.01	300	.18
SBL	1	1700	70	.04	110	.06*
SBT	3	5100	2150	.42*	2090	.41
SBR	d	1700	360	.21	50	.03
EBL	2	3400	120	.04	160	.05
EBT	2	3400	10	.00*	310	.09*
EBR	1	1700	10	.01	200	.12
WBL	1	1700	300	.18*	30	.02*
WBT	2	3400	280	.10	40	.02
WBR	0	0	70		80	.05
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.77		.62	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	200	.12*	30	.02
NBT	3	5100	2000	.39	1870	.37*
NBR	d	1700	20	.01	300	.18
SBL	1	1700	70	.04	110	.06*
SBT	3	5100	1960	.38*	1980	.39
SBR	d	1700	320	.19	60	.04
EBL	2	3400	90	.03	180	.05
EBT	2	3400	10	.00*	380	.11*
EBR	1	1700	20	.01	160	.09
WBL	1	1700	320	.19*	30	.02*
WBT	2	3400	360	.13	40	.02
WBR	0	0	70		80	.05
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.74		.61	

19. Lake Forest & Toledo

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	80	.05*	60	.04
NBT	3	5100	810	.16	1460	.29*
NBR	d	1700	30	.02	20	.01
SBL	1	1700	50	.03	50	.03*
SBT	3	5100	1710	.34*	1140	.22
SBR	d	1700	50	.03	70	.04
EBL	1	1700	20	.01	100	.06*
EBT	2	3400	100	.05*	180	.08
EBR	0	0	70		80	
WBL	1	1700	120	.07*	30	.02
WBT	2	3400	120	.04	70	.04*
WBR	0	0	30		50	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.56		.47	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	70	.04*	60	.04
NBT	3	5100	850	.17	1460	.29*
NBR	d	1700	40	.02	30	.02
SBL	1	1700	50	.03	50	.03*
SBT	3	5100	1740	.34*	1130	.22
SBR	d	1700	30	.02	80	.05
EBL	1	1700	20	.01	120	.07*
EBT	2	3400	100	.05*	160	.07
EBR	0	0	80		80	
WBL	1	1700	50	.03*	30	.02
WBT	2	3400	150	.05	70	.04*
WBR	0	0	30		50	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.53		.48	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	70	.04*	60	.04
NBT	3	5100	850	.17	1460	.29*
NBR	d	1700	40	.02	30	.02
SBL	1	1700	50	.03	50	.03*
SBT	3	5100	1740	.34*	1130	.22
SBR	d	1700	30	.02	80	.05
EBL	1	1700	20	.01	120	.07*
EBT	2	3400	100	.05*	160	.07
EBR	0	0	80		80	
WBL	1	1700	50	.03*	30	.02
WBT	2	3400	150	.05	70	.04*
WBR	0	0	30		50	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.51		.48	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	80	.05*	60	.04
NBT	3	5100	890	.17	1510	.30*
NBR	d	1700	40	.02	20	.01
SBL	1	1700	60	.04	50	.03*
SBT	3	5100	1730	.34*	1210	.24
SBR	d	1700	60	.04	90	.05
EBL	1	1700	30	.02	120	.07
EBT	2	3400	100	.05*	220	.09*
EBR	0	0	70		80	
WBL	1	1700	70	.04*	30	.02*
WBT	2	3400	180	.06	70	.04
WBR	0	0	30		50	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.53		.49	

20. Ridge Route & Toledo

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	40	.02	40	.02
NBT	2	3400	210	.09*	330	.11*
NBR	0	0	90		40	
SBL	1	1700	60	.04*	60	.04*
SBT	2	3400	340	.11	180	.06
SBR	0	0	40		10	
EBL	1	1700	50	.03	90	.05
EBT	2	3400	150	.05*	260	.09*
EBR	0	0	30		50	
WBL	1	1700	100	.06*	60	.04*
WBT	2	3400	200	.08	60	.04
WBR	0	0	70		70	.04
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.29		.33	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	40	.02*	40	.02
NBT	2	3400	210	.09	320	.11*
NBR	0	0	90		50	
SBL	1	1700	70	.04	80	.05*
SBT	2	3400	370	.12*	170	.06
SBR	0	0	40		20	
EBL	1	1700	50	.03*	110	.06
EBT	2	3400	150	.05	290	.10*
EBR	0	0	30		50	
WBL	1	1700	80	.05	60	.04*
WBT	2	3400	210	.08*	60	.04
WBR	0	0	70		70	.04
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.30		.35	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	40	.02*	30	.02
NBT	2	3400	210	.09	340	.11*
NBR	0	0	90		50	
SBL	1	1700	60	.04	60	.04*
SBT	2	3400	350	.12*	170	.05
SBR	0	0	60		10	
EBL	1	1700	50	.03	90	.05
EBT	2	3400	150	.05*	250	.09*
EBR	0	0	30		50	
WBL	1	1700	120	.07*	60	.04*
WBT	2	3400	130	.06	60	.04
WBR	0	0	70		70	.04
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.31		.33	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	40	.02	40	.02
NBT	2	3400	210	.09*	330	.11*
NBR	0	0	90		50	
SBL	1	1700	60	.04*	50	.03*
SBT	2	3400	340	.11	180	.06
SBR	0	0	40		20	
EBL	1	1700	50	.03*	90	.05
EBT	2	3400	150	.05	300	.10*
EBR	0	0	30		50	
WBL	1	1700	100	.06	50	.03*
WBT	2	3400	220	.09*	70	.04
WBR	0	0	80		80	.05
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.30		.32	

21. El Toro & Toledo

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	
NBL	1	1700	120	.07*	100	.06			NBL	1	1700	130	.08*	110	.06
NBT	3	5100	1490	.29	2200	.43*			NBT	3	5100	1480	.29	2170	.43*
NBR	d	1700	10	.01	20	.01			NBR	d	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01*			SBL	1	1700	10	.01	10	.01*
SBT	3	5100	2010	.39*	1290	.25			SBT	3	5100	2010	.39*	1290	.25
SBR	d	1700	140	.08	60	.04			SBR	d	1700	130	.08	80	.05
EBL	1.5		50		150				EBL	1.5		50		190	
EBT	0.5	3400	10	.02*	60	.06*			EBT	0.5	3400	10	.02*	50	.07*
EBR	1	1700	120	.07	140	.08			EBR	1	1700	120	.07	160	.09
WBL	0	0	20		10				WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*			WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10				WBR	0	0	10		10	
Clearance Interval				.05*		.05*	Clearance Interval				.05*		.05*		
Note: Assumes E/W Split Phasing							Note: Assumes E/W Split Phasing								
TOTAL CAPACITY UTILIZATION			.56		.57		TOTAL CAPACITY UTILIZATION			.57		.58			

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	
NBL	1	1700	130	.08*	110	.06			NBL	1	1700	130	.08*	110	.06
NBT	3	5100	1490	.29	2200	.43*			NBT	3	5100	1470	.29	2140	.42*
NBR	d	1700	10	.01	20	.01			NBR	d	1700	10	.01	20	.01
SBL	1	1700	10	.01	10	.01*			SBL	1	1700	10	.01	10	.01*
SBT	3	5100	2000	.39*	1290	.25			SBT	3	5100	2030	.40*	1280	.25
SBR	d	1700	100	.06	60	.04			SBR	d	1700	150	.09	70	.04
EBL	1.5		50		150				EBL	1.5		50		190	
EBT	0.5	3400	10	.02*	50	.06*			EBT	0.5	3400	10	.02*	60	.07*
EBR	1	1700	120	.07	150	.09			EBR	1	1700	110	.06	140	.08
WBL	0	0	20		10				WBL	0	0	20		10	
WBT	1	1700	20	.03*	10	.02*			WBT	1	1700	20	.03*	10	.02*
WBR	0	0	10		10				WBR	0	0	10		10	
Clearance Interval				.05*		.05*	Clearance Interval				.05*		.05*		
Note: Assumes E/W Split Phasing							Note: Assumes E/W Split Phasing								
TOTAL CAPACITY UTILIZATION			.57		.57		TOTAL CAPACITY UTILIZATION			.58		.57			

22. Bake & Jeronimo

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	
NBL	1	1700	380	.22*	20	.01			NBL	1	1700	330	.19*	20	.01
NBT	3	5100	1790	.35	2220	.44*			NBT	3	5100	1800	.35	2060	.40*
NBR	d	1700	30	.02	400	.24			NBR	d	1700	30	.02	430	.25
SBL	1	1700	80	.05	70	.04*			SBL	1	1700	100	.06	90	.05*
SBT	3	5100	2190	.43*	2140	.42			SBT	3	5100	2010	.39*	2020	.40
SBR	d	1700	80	.05	10	.01			SBR	d	1700	90	.05	10	.01
EBL	2	3400	10	.00	50	.01			EBL	2	3400	10	.00	50	.01
EBT	2	3400	60	.02	600	.18*			EBT	2	3400	70	.02	620	.18*
EBR	1	1700	30	.02	250	.15			EBR	1	1700	30	.02	250	.15
WBL	1	1700	260	.15	130	.08*			WBL	1	1700	280	.16	140	.08*
WBT	2	3400	580	.19*	110	.06			WBT	2	3400	600	.21*	120	.06
WBR	0	0	80		80				WBR	0	0	100		90	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.89		.79		TOTAL CAPACITY UTILIZATION			.84		.76			

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton								
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	
NBL	1	1700	380	.22*	20	.01			NBL	1	1700	320	.19*	10	.01
NBT	3	5100	1810	.35	2210	.43*			NBT	3	5100	1810	.35	2030	.40*
NBR	d	1700	30	.02	400	.24			NBR	d	1700	30	.02	440	.26
SBL	1	1700	80	.05	60	.04*			SBL	1	1700	100	.06	80	.05*
SBT	3	5100	2200	.43*	2150	.42			SBT	3	5100	2000	.39*	2010	.39
SBR	d	1700	80	.05	10	.01			SBR	d	1700	100	.06	10	.01
EBL	2	3400	10	.00	60	.02			EBL	2	3400	10	.00	40	.01
EBT	2	3400	60	.02	600	.18*			EBT	2	3400	70	.02	620	.18*
EBR	1	1700	30	.02	240	.14			EBR	1	1700	30	.02	250	.15
WBL	1	1700	250	.15	130	.08*			WBL	1	1700	280	.16	150	.09*
WBT	2	3400	590	.20*	110	.06			WBT	2	3400	600	.21*	120	.06
WBR	0	0	80		80				WBR	0	0	110		90	
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*			
TOTAL CAPACITY UTILIZATION			.90		.78		TOTAL CAPACITY UTILIZATION			.84		.77			

23. Lake Forest & Jeronimo

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05*	70	.04
NBT	3	5100	790	.15	1620	.32*
NBR	1	1700	120	.07	190	.11
SBL	1	1700	230	.14	120	.07*
SBT	3	5100	1460	.29*	1070	.21
SBR	1	1700	200	.12	190	.11
EBL	1	1700	80	.05	140	.08
EBT	2	3400	290	.12*	660	.21*
EBR	0	0	120		60	
WBL	1	1700	300	.18*	170	.10*
WBT	2	3400	600	.25	260	.10
WBR	0	0	250		90	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.69		.75	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	100	.06*	70	.04
NBT	3	5100	840	.16	1650	.32*
NBR	1	1700	110	.06	170	.10
SBL	1	1700	230	.14	110	.06*
SBT	3	5100	1480	.29*	1120	.22
SBR	1	1700	200	.12	220	.13
EBL	1	1700	90	.05*	150	.09
EBT	2	3400	340	.14	740	.24*
EBR	0	0	120		60	
WBL	1	1700	280	.16	160	.09*
WBT	2	3400	660	.27*	280	.11
WBR	0	0	250		90	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72		.76	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	80	.05*	70	.04
NBT	3	5100	830	.16	1630	.32*
NBR	1	1700	120	.07	170	.10
SBL	1	1700	230	.14	120	.07*
SBT	3	5100	1390	.27*	1060	.21
SBR	1	1700	220	.13	180	.11
EBL	1	1700	80	.05	130	.08
EBT	2	3400	300	.12*	670	.21*
EBR	0	0	120		60	
WBL	1	1700	330	.19*	160	.09*
WBT	2	3400	580	.24	270	.11
WBR	0	0	250		90	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.68		.74	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05*	70	.04
NBT	3	5100	870	.17	1660	.33*
NBR	1	1700	120	.07	150	.09
SBL	1	1700	230	.14	120	.07*
SBT	3	5100	1430	.28*	1120	.22
SBR	1	1700	190	.11	220	.13
EBL	1	1700	90	.05*	150	.09
EBT	2	3400	340	.14	730	.23*
EBR	0	0	120		50	
WBL	1	1700	270	.16	160	.09*
WBT	2	3400	680	.27*	290	.11
WBR	0	0	250		90	
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.70		.77	

24. Ridge Route & Jeronimo

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	170	.10*	60	.04
NBT	2	3400	270	.08	300	.09*
NBR	d	1700	70	.04	120	.07
SBL	1	1700	20	.01	90	.05*
SBT	2	3400	230	.07*	200	.06
SBR	d	1700	20	.01	40	.02
EBL	1	1700	130	.08*	70	.04
EBT	2	3400	630	.21	970	.31*
EBR	0	0	90		70	
WBL	1	1700	10	.01	80	.05*
WBT	2	3400	420	.14*	350	.13
WBR	0	0	40		100	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.44** **.55**

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	170	.10*	60	.04
NBT	2	3400	270	.08	290	.09*
NBR	d	1700	70	.04	130	.08
SBL	1	1700	20	.01	80	.05*
SBT	2	3400	240	.07*	210	.06
SBR	d	1700	20	.01	40	.02
EBL	1	1700	130	.08*	80	.05
EBT	2	3400	660	.22	1020	.32*
EBR	0	0	90		70	
WBL	1	1700	10	.01	80	.05*
WBT	2	3400	460	.15*	350	.13
WBR	0	0	40		100	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.45** **.56**

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	170	.10*	60	.04
NBT	2	3400	270	.08	310	.09*
NBR	d	1700	60	.04	130	.08
SBL	1	1700	20	.01	80	.05*
SBT	2	3400	240	.07*	200	.06
SBR	d	1700	20	.01	40	.02
EBL	1	1700	130	.08*	70	.04
EBT	2	3400	640	.21	980	.31*
EBR	0	0	90		70	
WBL	1	1700	10	.01	80	.05*
WBT	2	3400	430	.14*	340	.13
WBR	0	0	40		100	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.44** **.55**

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	170	.10*	60	.04
NBT	2	3400	280	.08	320	.09*
NBR	d	1700	60	.04	120	.07
SBL	1	1700	20	.01	80	.05*
SBT	2	3400	220	.06*	200	.06
SBR	d	1700	20	.01	40	.02
EBL	1	1700	130	.08	60	.04
EBT	2	3400	670	.22*	1030	.32*
EBR	0	0	90		70	
WBL	1	1700	10	.01*	80	.05*
WBT	2	3400	460	.14	360	.14
WBR	0	0	30		100	
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.44** **.56**

25. El Toro & Jeronimo

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05	70	.04
NBT	3	5100	1390	.27*	1740	.34*
NBR	1	1700	210	.12	140	.08
SBL	1	1700	270	.16*	160	.09*
SBT	3	5100	1680	.33	940	.18
SBR	d	1700	170	.10	330	.19
EBL	1	1700	120	.07*	220	.13*
EBT	2	3400	360	.13	450	.18
EBR	0	0	70		150	
WBL	2	3400	300	.09	230	.07
WBT	2	3400	640	.19*	500	.15*
WBR	1	1700	70	.04	350	.21
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .74 .76

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05	70	.04
NBT	3	5100	1370	.27*	1690	.33*
NBR	1	1700	240	.14	170	.10
SBL	1	1700	250	.15*	150	.09*
SBT	3	5100	1700	.33	960	.19
SBR	d	1700	170	.10	340	.20
EBL	1	1700	140	.08*	250	.15*
EBT	2	3400	370	.13	470	.18
EBR	0	0	80		150	
WBL	2	3400	280	.08	230	.07
WBT	2	3400	700	.21*	500	.15*
WBR	1	1700	70	.04	350	.21
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .76 .77

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	90	.05	70	.04
NBT	3	5100	1390	.27*	1720	.34*
NBR	1	1700	220	.13	140	.08
SBL	1	1700	300	.18*	190	.11*
SBT	3	5100	1650	.32	940	.18
SBR	d	1700	170	.10	320	.19
EBL	1	1700	120	.07*	250	.15*
EBT	2	3400	360	.13	430	.17
EBR	0	0	80		150	
WBL	2	3400	280	.08	220	.06
WBT	2	3400	650	.19*	500	.15*
WBR	1	1700	70	.04	350	.21
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .76 .80

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	80	.05	70	.04
NBT	3	5100	1360	.27*	1660	.33*
NBR	1	1700	230	.14	180	.11
SBL	1	1700	260	.15*	140	.08*
SBT	3	5100	1720	.34	960	.19
SBR	d	1700	170	.10	330	.19
EBL	1	1700	140	.08*	270	.16*
EBT	2	3400	360	.13	460	.18
EBR	0	0	90		150	
WBL	2	3400	260	.08	230	.07
WBT	2	3400	700	.21*	510	.15*
WBR	1	1700	70	.04	350	.21
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .76 .77

26. Los Alisos & Jeronimo

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	160	.09*	200	.12		NBL	1	1700	160	.09*	190	.11
NBT	3	5100	680	.13	1470	.29*		NBT	3	5100	730	.14	1550	.30*
NBR	1	1700	240	.14	350	.21		NBR	1	1700	230	.14	330	.19
SBL	1	1700	280	.16	260	.15*		SBL	1	1700	310	.18	260	.15*
SBT	3	5100	1300	.25*	990	.19		SBT	3	5100	1400	.27*	1020	.20
SBR	1	1700	450	.26	120	.07		SBR	1	1700	430	.25	120	.07
EBL	2	3400	150	.04*	380	.11		EBL	2	3400	170	.05*	350	.10
EBT	2	3400	600	.18	780	.23*		EBT	2	3400	600	.18	840	.25*
EBR	1	1700	180	.11	200	.12		EBR	1	1700	180	.11	200	.12
WBL	2	3400	330	.10	270	.08*		WBL	2	3400	360	.11	280	.08*
WBT	2	3400	840	.25*	390	.11		WBT	2	3400	890	.26*	390	.11
WBR	1	1700	240	.14	250	.15		WBR	1	1700	190	.11	250	.15
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.80		TOTAL CAPACITY UTILIZATION			.72		.83		

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR			LANES	CAPACITY	AM PK HOUR		PM PK HOUR		
			VOL	V/C	VOL	V/C				VOL	V/C	VOL	V/C	
NBL	1	1700	150	.09*	200	.12		NBL	1	1700	150	.09*	190	.11
NBT	3	5100	690	.14	1490	.29*		NBT	3	5100	730	.14	1550	.30*
NBR	1	1700	240	.14	340	.20		NBR	1	1700	250	.15	320	.19
SBL	1	1700	280	.16	260	.15*		SBL	1	1700	330	.19	260	.15*
SBT	3	5100	1270	.25*	980	.19		SBT	3	5100	1370	.27*	1010	.20
SBR	1	1700	460	.27	130	.08		SBR	1	1700	400	.24	130	.08
EBL	2	3400	150	.04	380	.11		EBL	2	3400	170	.05*	360	.11
EBT	2	3400	610	.18*	780	.23*		EBT	2	3400	590	.17	820	.24*
EBR	1	1700	190	.11	210	.12		EBR	1	1700	180	.11	210	.12
WBL	2	3400	360	.11*	290	.09*		WBL	2	3400	350	.10	280	.08*
WBT	2	3400	810	.24	380	.11		WBT	2	3400	890	.26*	390	.11
WBR	1	1700	230	.14	250	.15		WBR	1	1700	190	.11	250	.15
Clearance Interval			.05*		.05*		Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.68		.81		TOTAL CAPACITY UTILIZATION			.72		.82		

27. Lake Forest & Muirlands

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	40	.01*	70	.02
NBT	3	5100	710	.14	1490	.29*
NBR	1	1700	90	.05	260	.15
SBL	2	3400	80	.02	140	.04*
SBT	3	5100	1740	.34*	1040	.20
SBR	1	1700	200	.12	110	.06
EGL	2	3400	70	.02*	340	.10
EBT	2	3400	240	.07	1170	.34*
EBR	1	1700	40	.02	180	.11
WBL	2	3400	220	.06	390	.11*
WBT	2	3400	790	.23*	230	.07
WBR	1	1700	110	.06	80	.05
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .65 .83

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	40	.01*	70	.02
NBT	3	5100	730	.14	1460	.29*
NBR	1	1700	100	.06	310	.18
SBL	2	3400	80	.02	140	.04*
SBT	3	5100	1660	.33*	1080	.21
SBR	1	1700	290	.17	120	.07
EGL	2	3400	70	.02*	380	.11
EBT	2	3400	230	.07	1180	.35*
EBR	1	1700	30	.02	190	.11
WBL	2	3400	280	.08	390	.11*
WBT	2	3400	770	.23*	240	.07
WBR	1	1700	120	.07	90	.05
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .64 .84

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	40	.01*	70	.02
NBT	3	5100	740	.15	1470	.29*
NBR	1	1700	90	.05	280	.16
SBL	2	3400	80	.02	150	.04*
SBT	3	5100	1720	.34*	1030	.20
SBR	1	1700	190	.11	100	.06
EGL	2	3400	70	.02*	340	.10
EBT	2	3400	240	.07	1180	.35*
EBR	1	1700	30	.02	170	.10
WBL	2	3400	270	.08	390	.11*
WBT	2	3400	750	.22*	230	.07
WBR	1	1700	110	.06	90	.05
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .64 .84

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	HOUR V/C
NBL	2	3400	40	.01*	70	.02
NBT	3	5100	760	.15	1500	.29*
NBR	1	1700	90	.05	300	.18
SBL	2	3400	80	.02	140	.04*
SBT	3	5100	1630	.32*	1070	.21
SBR	1	1700	260	.15	110	.06
EGL	2	3400	70	.02*	330	.10
EBT	2	3400	240	.07	1200	.35*
EBR	1	1700	30	.02	180	.11
WBL	2	3400	280	.08	400	.12*
WBT	2	3400	760	.22*	240	.07
WBR	1	1700	120	.07	80	.05
Clearance Interval			.05*		.05*	
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .62 .85

28. Ridge Route & Muirlands

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	90	.05*	100	.06
NBT	2	3400	300	.09	310	.09*
NBR	d	1700	120	.07	200	.12
SBL	1	1700	20	.01	90	.05*
SBT	2	3400	230	.07*	200	.06
SBR	d	1700	100	.06	70	.04
EBL	1	1700	50	.03*	70	.04
EBT	2	3400	410	.12	1320	.39*
EBR	1	1700	50	.03	70	.04
WBL	1	1700	110	.06	110	.06*
WBT	2	3400	900	.26*	610	.18
WBR	1	1700	70	.04	90	.05
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.46** **.64**

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	80	.05*	100	.06
NBT	2	3400	310	.09	290	.09*
NBR	d	1700	130	.08	200	.12
SBL	1	1700	20	.01	100	.06*
SBT	2	3400	230	.07*	200	.06
SBR	d	1700	110	.06	80	.05
EBL	1	1700	40	.02*	90	.05
EBT	2	3400	420	.12	1350	.40*
EBR	1	1700	50	.03	70	.04
WBL	1	1700	110	.06	110	.06*
WBT	2	3400	950	.28*	620	.18
WBR	1	1700	70	.04	90	.05
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.47** **.66**

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	90	.05*	110	.06
NBT	2	3400	290	.09	310	.09*
NBR	d	1700	120	.07	200	.12
SBL	1	1700	10	.01	100	.06*
SBT	2	3400	250	.07*	200	.06
SBR	d	1700	80	.05	80	.05
EBL	1	1700	40	.02*	80	.05
EBT	2	3400	420	.12	1330	.39*
EBR	1	1700	50	.03	70	.04
WBL	1	1700	110	.06	110	.06*
WBT	2	3400	910	.27*	600	.18
WBR	1	1700	80	.05	90	.05
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.46** **.65**

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	90	.05*	110	.06
NBT	2	3400	290	.09	300	.09*
NBR	d	1700	120	.07	200	.12
SBL	1	1700	20	.01	100	.06*
SBT	2	3400	240	.07*	210	.06
SBR	d	1700	70	.04	80	.05
EBL	1	1700	40	.02*	80	.05
EBT	2	3400	420	.12	1360	.40*
EBR	1	1700	50	.03	70	.04
WBL	1	1700	110	.06	110	.06*
WBT	2	3400	940	.28*	620	.18
WBR	1	1700	80	.05	100	.06
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.47** **.66**

29. El Toro & Muirlands

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	90	.03	210	.06
NBT	3	5100	1490	.29*	1680	.33*
NBR	1	1700	80	.05	400	.24
SBL	2	3400	260	.08*	160	.05*
SBT	3	5100	1600	.31	1100	.22
SBR	1	1700	220	.13	60	.04
EBL	2	3400	90	.03*	110	.03
EBT	2	3400	300	.09	930	.27*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	280	.08	350	.10*
WBT	2	3400	690	.20*	510	.15
WBR	1	1700	120	.07	190	.11
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.65		.80	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	100	.03	220	.06
NBT	3	5100	1500	.29*	1660	.33*
NBR	1	1700	70	.04	390	.23
SBL	2	3400	220	.06*	160	.05*
SBT	3	5100	1600	.31	1120	.22
SBR	1	1700	260	.15	60	.04
EBL	2	3400	100	.03*	120	.04
EBT	2	3400	300	.09	940	.28*
EBR	1	1700	160	.09	320	.19
WBL	2	3400	290	.09	360	.11*
WBT	2	3400	700	.21*	510	.15
WBR	1	1700	110	.06	190	.11
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.82	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	90	.03	230	.07
NBT	3	5100	1500	.29*	1650	.32*
NBR	1	1700	80	.05	410	.24
SBL	2	3400	210	.06*	140	.04*
SBT	3	5100	1570	.31	1090	.21
SBR	1	1700	250	.15	60	.04
EBL	2	3400	100	.03*	100	.03
EBT	2	3400	300	.09	930	.27*
EBR	1	1700	160	.09	340	.20
WBL	2	3400	290	.09	380	.11*
WBT	2	3400	680	.20*	490	.14
WBR	1	1700	120	.07	200	.12
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.63		.79	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	100	.03*	230	.07
NBT	3	5100	1490	.29	1620	.32*
NBR	1	1700	70	.04	400	.24
SBL	2	3400	200	.06	170	.05*
SBT	3	5100	1630	.32*	1100	.22
SBR	1	1700	250	.15	60	.04
EBL	2	3400	100	.03*	120	.04
EBT	2	3400	310	.09	950	.28*
EBR	1	1700	150	.09	320	.19
WBL	2	3400	290	.09	370	.11*
WBT	2	3400	710	.21*	500	.15
WBR	1	1700	100	.06	190	.11
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.64		.81	

30. Los Alisos & Muirlands

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	260	.15*	180	.11
NBT	3	5100	700	.14	1660	.33*
NBR	1	1700	90	.05	220	.13
SBL	1	1700	310	.18	280	.16*
SBT	3	5100	1310	.26*	860	.17
SBR	d	1700	180	.11	300	.18
EBL	1	1700	210	.12*	420	.25*
EBT	2	3400	510	.18	720	.27
EBR	0	0	110		190	
WBL	1	1700	200	.12	130	.08
WBT	2	3400	1040	.31*	480	.14*
WBR	1	1700	150	.09	320	.19
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.89		.93	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	250	.15*	190	.11
NBT	3	5100	710	.14	1690	.33*
NBR	1	1700	90	.05	220	.13
SBL	1	1700	350	.21	290	.17*
SBT	3	5100	1340	.26*	860	.17
SBR	d	1700	220	.13	320	.19
EBL	1	1700	200	.12*	450	.26*
EBT	2	3400	480	.18	710	.26
EBR	0	0	120		190	
WBL	1	1700	200	.12	120	.07
WBT	2	3400	1010	.30*	470	.14*
WBR	1	1700	210	.12	330	.19
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.88		.95	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	270	.16*	180	.11
NBT	3	5100	690	.14	1670	.33*
NBR	1	1700	90	.05	220	.13
SBL	1	1700	340	.20	290	.17*
SBT	3	5100	1260	.25*	850	.17
SBR	d	1700	200	.12	310	.18
EBL	1	1700	210	.12*	430	.25*
EBT	2	3400	470	.17	700	.26
EBR	0	0	110		190	
WBL	1	1700	200	.12	130	.08
WBT	2	3400	1010	.30*	480	.14*
WBR	1	1700	160	.09	320	.19
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.88		.94	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	260	.15*	180	.11
NBT	3	5100	700	.14	1690	.33*
NBR	1	1700	90	.05	220	.13
SBL	1	1700	330	.19	280	.16*
SBT	3	5100	1310	.26*	860	.17
SBR	d	1700	240	.14	330	.19
EBL	1	1700	200	.12*	440	.26*
EBT	2	3400	460	.17	730	.27
EBR	0	0	130		190	
WBL	1	1700	200	.12	120	.07
WBT	2	3400	990	.29*	470	.14*
WBR	1	1700	220	.13	330	.19
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.87		.94	

31. Lake Forest & Rockfield

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	570	.17*	580	.17
NBT	3	5100	1080	.21	1710	.34*
NBR	1	1700	190	.11	470	.28
SBL	2	3400	130	.04	130	.04*
SBT	4	6800	1840	.28*	1190	.19
SBR	0	0	90		120	
EBL	2	3400	70	.02*	170	.05
EBT	2	3400	150	.04	680	.20*
EBR	2	3400	200	.06	290	.09
WBL	2	3400	440	.13	450	.13*
WBT	2	3400	560	.16*	210	.06
WBR	1	1700	100	.06	160	.09
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.68** **.76**

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	570	.17*	590	.17
NBT	3	5100	1110	.22	1660	.33*
NBR	1	1700	200	.12	500	.29
SBL	2	3400	130	.04	130	.04*
SBT	4	6800	1820	.28*	1220	.20
SBR	0	0	90		120	
EBL	2	3400	70	.02*	220	.06
EBT	2	3400	150	.04	670	.20*
EBR	2	3400	200	.06	290	.09
WBL	2	3400	460	.14	460	.14*
WBT	2	3400	570	.17*	210	.06
WBR	1	1700	110	.06	160	.09
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.69** **.76**

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	570	.17*	580	.17
NBT	3	5100	1100	.22	1680	.33*
NBR	1	1700	200	.12	500	.29
SBL	2	3400	120	.04	130	.04*
SBT	4	6800	1890	.29*	1190	.19
SBR	0	0	80		120	
EBL	2	3400	60	.02	210	.06
EBT	2	3400	150	.04*	650	.19*
EBR	2	3400	200	.06	290	.09
WBL	2	3400	480	.14*	430	.13*
WBT	2	3400	560	.16	220	.06
WBR	1	1700	110	.06	170	.10
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.69** **.74**

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	580	.17*	580	.17
NBT	3	5100	1130	.22	1690	.33*
NBR	1	1700	190	.11	510	.30
SBL	2	3400	120	.04	140	.04*
SBT	4	6800	1790	.28*	1230	.20
SBR	0	0	90		130	
EBL	2	3400	70	.02*	220	.06
EBT	2	3400	150	.04	670	.20*
EBR	2	3400	200	.06	290	.09
WBL	2	3400	460	.14	450	.13*
WBT	2	3400	570	.17*	220	.06
WBR	1	1700	110	.06	170	.10
Clearance Interval			.05*		.05*	

TOTAL CAPACITY UTILIZATION **.69** **.75**

32. Ridge Route & Rockfield

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0.5		70		30		
NBT	1.5	3400	40	.04*	20	.02*	
NBR	0		40		10		
SBL	0.5		150	.09*	130	.08*	
SBT	1.5	3400	10	.01	20	.01	
SBR	d	1700	310	.18	150	.09	
EBL	1	1700	90	.05*	380	.22	
EBT	2	3400	190	.06	1290	.39*	
EBR	0	0	10		40		
WBL	1	1700	10	.01	20	.01*	
WBT	2	3400	510	.17*	410	.16	
WBR	0	0	80		130		
Right Turn Adjustment		SBR	.05*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .45 .55

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0.5		70		30		
NBT	1.5	3400	40	.04*	20	.02*	
NBR	0		40		10		
SBL	0.5		150	.09*	130	.08*	
SBT	1.5	3400	10	.01	20	.01	
SBR	d	1700	310	.18	160	.09	
EBL	1	1700	100	.06*	370	.22	
EBT	2	3400	190	.06	1320	.40*	
EBR	0	0	10		40		
WBL	1	1700	10	.01	20	.01*	
WBT	2	3400	540	.18*	420	.16	
WBR	0	0	80		130		
Right Turn Adjustment		SBR	.04*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .46 .56

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0.5		70		30		
NBT	1.5	3400	40	.04*	20	.02*	
NBR	0		40		10		
SBL	0.5		150	.09*	130	.08*	
SBT	1.5	3400	10	.01	20	.01	
SBR	d	1700	330	.19	150	.09	
EBL	1	1700	90	.05*	380	.22	
EBT	2	3400	190	.06	1290	.39*	
EBR	0	0	10		50		
WBL	1	1700	10	.01	20	.01*	
WBT	2	3400	510	.17*	410	.16	
WBR	0	0	80		120		
Right Turn Adjustment		SBR	.06*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .46 .55

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0.5		70		30		
NBT	1.5	3400	40	.04*	20	.02*	
NBR	0		40		10		
SBL	0.5		150	.09*	130	.08*	
SBT	1.5	3400	10	.01	20	.01	
SBR	d	1700	310	.18	150	.09	
EBL	1	1700	90	.05*	380	.22	
EBT	2	3400	190	.06	1330	.41*	
EBR	0	0	10		50		
WBL	1	1700	10	.01	20	.01*	
WBT	2	3400	520	.18*	420	.16	
WBR	0	0	80		120		
Right Turn Adjustment		SBR	.05*				
Clearance Interval			.05*			.05*	
Note: Assumes N/S Split Phasing							

TOTAL CAPACITY UTILIZATION .46 .57

33. El Toro & Rockfield

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	2	3400	220	.06*	310	.09*						NBL	2	3400	220	.06*	310	.09*
NBT	4	6800	1100	.16	1630	.24						NBT	4	6800	1110	.16	1590	.23
NBR	d	1700	40	.02	300	.18						NBR	d	1700	30	.02	310	.18
SBL	2	3400	200	.06	220	.06						SBL	2	3400	200	.06	210	.06
SBT	4	6800	1470	.23*	1480	.23*						SBT	4	6800	1470	.23*	1520	.23*
SBR	0	0	110		70							SBR	0	0	120		70	
EBL	2	3400	160	.05	460	.14						EBL	2	3400	170	.05	470	.14
EBT	2	3400	70	.02*	650	.19*						EBT	2	3400	80	.02*	670	.20*
EBR	f		210		220							EBR	f		210		220	
WBL	2	3400	510	.15*	280	.08*						WBL	2	3400	530	.16*	270	.08*
WBT	2	3400	150	.04	280	.08						WBT	2	3400	160	.05	280	.08
WBR	1	1700	110	.06	100	.06						WBR	1	1700	110	.06	100	.06
Clearance Interval				.05*		.05*	Clearance Interval					.05*			.05*			
TOTAL CAPACITY UTILIZATION				.51		.64	TOTAL CAPACITY UTILIZATION					.52			.65			

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	2	3400	220	.06*	310	.09*						NBL	2	3400	210	.06*	310	.09*
NBT	4	6800	1110	.16	1610	.24						NBT	4	6800	1110	.16	1550	.23
NBR	d	1700	30	.02	300	.18						NBR	d	1700	40	.02	300	.18
SBL	2	3400	200	.06	220	.06						SBL	2	3400	190	.06	210	.06
SBT	4	6800	1450	.23*	1530	.24*						SBT	4	6800	1520	.24*	1520	.23*
SBR	0	0	110		70							SBR	0	0	120		70	
EBL	2	3400	170	.05	470	.14						EBL	2	3400	170	.05	490	.14
EBT	2	3400	80	.02*	630	.19*						EBT	2	3400	80	.02*	640	.19*
EBR	f		210		210							EBR	f		210		210	
WBL	2	3400	500	.15*	270	.08*						WBL	2	3400	540	.16*	270	.08*
WBT	2	3400	150	.04	280	.08						WBT	2	3400	160	.05	280	.08
WBR	1	1700	110	.06	100	.06						WBR	1	1700	110	.06	100	.06
Clearance Interval				.05*		.05*	Clearance Interval					.05*			.05*			
TOTAL CAPACITY UTILIZATION				.51		.65	TOTAL CAPACITY UTILIZATION					.53			.64			

34. Los Alisos & Rockfield

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	1	1700	210	.12*	310	.18*						NBL	1	1700	210	.12*	310	.18*
NBT	2	3400	880	.26	1440	.43						NBT	2	3400	870	.26	1450	.43
NBR	0	0	10		10							NBR	0	0	10		10	
SBL	1	1700	10	.01	20	.01						SBL	1	1700	10	.01	20	.01
SBT	2	3400	1010	.46*	940	.35*						SBT	2	3400	1020	.48*	940	.35*
SBR	0	0	570		240							SBR	0	0	610		240	
EBL	1.5		230		580							EBL	1.5		230		590	
EBT	0.5	3400	90	.09*	40	.18*						EBT	0.5	3400	90	.09*	40	.19*
EBR	1	1700	280	.16	300	.18						EBR	1	1700	270	.16	300	.18
WBL	0	0	20		20							WBL	0	0	20		20	
WBT	1	1700	100	.07*	70	.05*						WBT	1	1700	100	.07*	70	.05*
WBR	d	1700	40	.02	20	.01						WBR	d	1700	40	.02	20	.01
Clearance Interval			.05*		.05*		Clearance Interval			.05*		Clearance Interval			.05*			
Note: Assumes E/W Split Phasing							Note: Assumes E/W Split Phasing											
TOTAL CAPACITY UTILIZATION			.79		.81		TOTAL CAPACITY UTILIZATION			.81		TOTAL CAPACITY UTILIZATION			.82			

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton											
	LANES	CAPACITY	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR	AM VOL	PK V/C	HOUR				
NBL	1	1700	210	.12*	310	.18*						NBL	1	1700	210	.12*	310	.18*
NBT	2	3400	870	.26	1450	.43						NBT	2	3400	870	.26	1460	.43
NBR	0	0	10		10							NBR	0	0	10		10	
SBL	1	1700	10	.01	20	.01						SBL	1	1700	10	.01	20	.01
SBT	2	3400	990	.46*	940	.34*						SBT	2	3400	1000	.47*	940	.34*
SBR	0	0	570		220							SBR	0	0	610		230	
EBL	1.5		220		570							EBL	1.5		230		580	
EBT	0.5	3400	100	.09*	40	.18*						EBT	0.5	3400	100	.10*	40	.18*
EBR	1	1700	270	.16	300	.18						EBR	1	1700	270	.16	300	.18
WBL	0	0	20		20							WBL	0	0	20		20	
WBT	1	1700	110	.08*	70	.05*						WBT	1	1700	110	.08*	70	.05*
WBR	d	1700	40	.02	20	.01						WBR	d	1700	40	.02	20	.01
Clearance Interval			.05*		.05*		Clearance Interval			.05*		Clearance Interval			.05*			
Note: Assumes E/W Split Phasing							Note: Assumes E/W Split Phasing											
TOTAL CAPACITY UTILIZATION			.80		.80		TOTAL CAPACITY UTILIZATION			.82		TOTAL CAPACITY UTILIZATION			.80			

35. Lake Forest & I-5 NB

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1700	.33*	2370	.46*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1070	.21	1360	.27
SBR	f		1400		1020	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	200	.06*
WBT	0	0	0		0	
WBR	2	3400	620	.18	420	.12
Right Turn Adjustment		WBR	.03*		WBR	.06*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .56 .63

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1730	.34*	2350	.46*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1080	.21	1370	.27
SBR	f		1400		1050	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	530	.16*	200	.06*
WBT	0	0	0		0	
WBR	2	3400	620	.18	430	.13
Right Turn Adjustment		WBR	.02*		WBR	.07*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .57 .64

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1710	.34*	2380	.47*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1050	.21	1360	.27
SBR	f		1500		1010	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	210	.06*
WBT	0	0	0		0	
WBR	2	3400	620	.18	420	.12
Right Turn Adjustment		WBR	.03*		WBR	.06*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .57 .64

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	1740	.34*	2390	.47*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	5100	1060	.21	1370	.27
SBR	f		1380		1050	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	520	.15*	200	.06*
WBT	0	0	0		0	
WBR	2	3400	630	.19	430	.13
Right Turn Adjustment		WBR	.04*		WBR	.07*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .58 .65

36. Lake Forest & I-5/Carlota

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	620	.10*	1070	.17*	
NBR	0	0	40		70		
SBL	2	3400	330	.10*	370	.11*	
SBT	3	5100	800	.16	650	.13	
SBR	f		540		570		
EBL	2.5		970		1820		
EBT	1.5	6800	430	.21*	890	.40*	
EBR	1	1700	580	.34	330	.19	
WBL	1	1700	130	.08*	140	.08*	
WBT	0	0	0		0		
WBR	2	3400	170	.05	390	.11	
Right Turn Adjustment		EBR	.10*				
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .64 .81

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	620	.10*	1080	.17*	
NBR	0	0	40		70		
SBL	2	3400	330	.10*	360	.11*	
SBT	3	5100	780	.15	660	.13	
SBR	f		530		570		
EBL	2.5		990		1830		
EBT	1.5	6800	450	.21*	900	.40*	
EBR	1	1700	590	.35	340	.20	
WBL	1	1700	130	.08*	140	.08*	
WBT	0	0	0		0		
WBR	2	3400	170	.05	390	.11	
Right Turn Adjustment		EBR	.10*				
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .64 .80

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	620	.10*	1080	.17*	
NBR	0	0	40		70		
SBL	2	3400	330	.10*	360	.11*	
SBT	3	5100	780	.15	660	.13	
SBR	f		530		570		
EBL	2.5		990		1830		
EBT	1.5	6800	450	.21*	900	.40*	
EBR	1	1700	590	.35	340	.20	
WBL	1	1700	130	.08*	140	.08*	
WBT	0	0	0		0		
WBR	2	3400	170	.05	390	.11	
Right Turn Adjustment		EBR	.10*				
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .64 .81

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	610	.10*	1070	.17*	
NBR	0	0	40		80		
SBL	2	3400	330	.10*	360	.11*	
SBT	3	5100	790	.15	660	.13	
SBR	f		530		570		
EBL	2.5		1020		1860		
EBT	1.5	6800	440	.21*	900	.41*	
EBR	1	1700	560	.33	350	.21	
WBL	1	1700	130	.08*	140	.08*	
WBT	0	0	0		0		
WBR	2	3400	170	.05	390	.11	
Right Turn Adjustment		EBR	.08*				
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							

TOTAL CAPACITY UTILIZATION .62 .82

37. Paseo De Valencia & Carlota

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	160	.05*	210	.06
NBT	1	1700	20	.01	100	.06*
NBR	1	1700	40	.02	270	.16
SBL	2	3400	930	.27*	1020	.30*
SBT	2	3400	590	.18	490	.15
SBR	0	0	10		30	
EBL	2	3400	90	.03*	440	.13
EBT	2	3400	230	.07	680	.20*
EBR	1	1700	110	.06	680	.40
WBL	1	1700	30	.02	50	.03*
WBT	2	3400	460	.14*	350	.10
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment				Multi	.23*	
Clearance Interval			.05*		.05*	
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION			.54		.87	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	160	.05*	210	.06
NBT	1	1700	20	.01	100	.06*
NBR	1	1700	40	.02	270	.16
SBL	2	3400	940	.28*	1000	.29*
SBT	2	3400	580	.17	490	.15
SBR	0	0	10		30	
EBL	2	3400	80	.02*	430	.13*
EBT	2	3400	230	.07	690	.20
EBR	1	1700	110	.06	690	.41
WBL	1	1700	30	.02	50	.03
WBT	2	3400	470	.14*	360	.11*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment				Multi	.22*	
Clearance Interval			.05*		.05*	
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION			.54		.86	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	160	.05*	210	.06
NBT	1	1700	20	.01	100	.06*
NBR	1	1700	40	.02	270	.16
SBL	2	3400	910	.27*	1000	.29*
SBT	2	3400	600	.18	470	.15
SBR	0	0	10		30	
EBL	2	3400	90	.03*	440	.13*
EBT	2	3400	230	.07	690	.20
EBR	1	1700	110	.06	670	.39
WBL	1	1700	30	.02	40	.02
WBT	2	3400	470	.14*	350	.10*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment				Multi	.21*	
Clearance Interval			.05*		.05*	
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION			.54		.84	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	150	.04*	210	.06
NBT	1	1700	20	.01	100	.06*
NBR	1	1700	40	.02	270	.16
SBL	2	3400	930	.27*	960	.28*
SBT	2	3400	600	.18	510	.16
SBR	0	0	10		30	
EBL	2	3400	90	.03*	430	.13*
EBT	2	3400	240	.07	690	.20
EBR	1	1700	110	.06	680	.40
WBL	1	1700	30	.02	50	.03
WBT	2	3400	480	.14*	360	.11*
WBR	1	1700	510	.30	520	.31
Right Turn Adjustment				Multi	.21*	
Clearance Interval			.05*		.05*	
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION			.53		.84	

38. El Toro & Bridger/I-5 NB

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04*	160	.09
NBT	2.5	6800	1050	{.24}	1460	{.33}* 900
NBR	1.5					1120
SBL	0	0	0		0	
SBT	5	8500	2360	.29*	1960	.24
SBR	0	0	80		90	
EBL	1	1700	40	.02*	110	.06*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	150	.09	220	.13
WBL	1.5		520		470	
WBT	0	5100	80	{.21}* 610	60	.23*
WBR	1.5				680	
Right Turn Adjustment	EBR		.03*			
Clearance Interval			.05*			.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .64 .67

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04*	160	.09*
NBT	2.5	6800	1050	{.25}	1430	{.32}
NBR	1.5				900	1100
SBL	0	0	0		0	
SBT	5	8500	2380	.29*	1990	.24*
SBR	0	0	80		90	
EBL	1	1700	40	.02*	110	.06*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	150	.09	220	.13
WBL	1.5		520		480	
WBT	0	5100	80	{.21}* 610	60	.23*
WBR	1.5				690	
Right Turn Adjustment	EBR		.03*			
Clearance Interval			.05*			.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .64 .67

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04*	160	.09*
NBT	2.5	6800	1050	{.24}	1440	{.32}
NBR	1.5		900		1110	
SBL	0	0	0		0	
SBT	5	8500	2330	.28*	1980	.24*
SBR	0	0	80		90	
EBL	1	1700	40	.02*	110	.06*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	150	.09	220	.13
WBL	1.5		530		470	
WBT	0	5100	80	.22*	60	.23*
WBR	1.5		610		680	
Right Turn Adjustment	EBR		.03*			
Clearance Interval			.05*			.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .64 .67

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	60	.04*	160	.09*
NBT	2.5	6800	1050	{.25}	1390	{.31}
NBR	1.5				910	1100
SBL	0	0	0		0	
SBT	5	8500	2430	.30*	1980	.24*
SBR	0	0	80		90	
EBL	1	1700	40	.02*	110	.06*
EBT	1	1700	10	.01	10	.01
EBR	1	1700	150	.09	220	.13
WBL	1.5		530		480	
WBT	0	5100	80	{.21}* 610	60	.23*
WBR	1.5				670	
Right Turn Adjustment	EBR		.03*			
Clearance Interval			.05*			.05*
Note: Assumes Right-Turn Overlap for EBR						

TOTAL CAPACITY UTILIZATION .65 .67

39. El Toro & Avd Carlota

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	870	.13	1620	.24*	
NBR	d	1700	10	.01	50	.03	
SBL	2	3400	90	.03	320	.09*	
SBT	3	5100	950	.19*	780	.15	
SBR	1	1700	780	.46	700	.41	
EBL	3	5100	860	.17*	890	.17	
EBT	2	3400	250	.07	830	.24*	
EBR	1	1700	170	.10	140	.08	
WBL	0	0	100		40		
WBT	1	1700	120	.13*	90	.08*	
WBR	2	3400	240	.07	640	.19	
Right Turn Adjustment		SBR	.10*		WBR	.02*	
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							
Note: Assumes Right-Turn Overlap for SBR WBR							

TOTAL CAPACITY UTILIZATION .64 .72

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	860	.13	1600	.24*	
NBR	d	1700	10	.01	60	.04	
SBL	2	3400	90	.03	320	.09*	
SBT	3	5100	960	.19*	780	.15	
SBR	1	1700	790	.46	710	.42	
EBL	3	5100	860	.17*	860	.17	
EBT	2	3400	250	.07	840	.25*	
EBR	1	1700	180	.11	140	.08	
WBL	0	0	100		40		
WBT	1	1700	130	.14*	90	.08*	
WBR	2	3400	240	.07	630	.19	
Right Turn Adjustment		SBR	.10*		WBR	.02*	
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							
Note: Assumes Right-Turn Overlap for SBR WBR							

TOTAL CAPACITY UTILIZATION .65 .73

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	870	.13	1590	.23*	
NBR	d	1700	10	.01	60	.04	
SBL	2	3400	100	.03	320	.09*	
SBT	3	5100	990	.19*	790	.15	
SBR	1	1700	790	.46	690	.41	
EBL	3	5100	850	.17*	880	.17	
EBT	2	3400	250	.07	820	.24*	
EBR	1	1700	170	.10	140	.08	
WBL	0	0	80		40		
WBT	1	1700	130	.12*	90	.08*	
WBR	2	3400	250	.07	630	.19	
Right Turn Adjustment		SBR	.10*		WBR	.02*	
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							
Note: Assumes Right-Turn Overlap for SBR WBR							

TOTAL CAPACITY UTILIZATION .63 .71

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM VOL	PK V/C	PM VOL	PK V/C	HOUR
NBL	0	0	0		0		
NBT	4	6800	870	.13	1580	.23*	
NBR	d	1700	10	.01	60	.04	
SBL	2	3400	100	.03	330	.10*	
SBT	3	5100	990	.19*	790	.15	
SBR	1	1700	800	.47	700	.41	
EBL	3	5100	860	.17*	850	.17	
EBT	2	3400	260	.08	820	.24*	
EBR	1	1700	170	.10	140	.08	
WBL	0	0	70		40		
WBT	1	1700	140	.12*	90	.08*	
WBR	2	3400	240	.07	630	.19	
Right Turn Adjustment		SBR	.11*		WBR	.01*	
Clearance Interval			.05*			.05*	
Note: Assumes E/W Split Phasing							
Note: Assumes Right-Turn Overlap for SBR WBR							

TOTAL CAPACITY UTILIZATION .64 .71

40. Portola & Rancho

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	890	.26*	420	.12*
NBT	4	6800	1300	.19	1580	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	810	.12*	1480	.22*
SBR	d	1700	110	.06	10	.01
EBL	1.5		50	.01*	130	.08*
EBT	0	5100	0		0	
EBR	1.5		280		790	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.06*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .44 .53

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	790	.23*	430	.13*
NBT	4	6800	1260	.19	1570	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	820	.12*	1430	.21*
SBR	d	1700	190	.11	40	.02
EBL	1.5		60	.02*	170	.10*
EBT	0	5100	0		0	
EBR	1.5		290		790	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.03*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .42 .52

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	820	.24*	420	.12*
NBT	4	6800	1330	.20	1560	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	810	.12*	1490	.22*
SBR	d	1700	110	.06	20	.01
EBL	1.5		50	.01*	150	.09*
EBT	0	5100	0		0	
EBR	1.5		280		780	.23
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.05*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .42 .53

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3400	750	.22*	410	.12*
NBT	4	6800	1310	.19	1580	.23
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	4	6800	790	.12*	1420	.21*
SBR	d	1700	240	.14	40	.02
EBL	1.5		50	.01*	200	.12*
EBT	0	5100	0		0	
EBR	1.5		300	.09	800	.24
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval			.05*			.05*

TOTAL CAPACITY UTILIZATION .41 .53

41. Alton & Towne Centre Dr

2015 Circulation Analysis 1 w/Alton							2015 Circulation Analysis 1 w/o Alton													
	LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR			
NBL	2	3400	120	.04*	100	.03	NBL	0	0	0	0		NBL	0	0	0	0			
NBT	3	5100	720	.14	1520	.30*	NBT	0	0	0	0		NBT	0	0	0	0			
NBR	1	1700	200	.12	180	.11	NBR	0	0	0	0		NBR	0	0	0	0			
SBL	2	3400	130	.04	40	.01*	SBL	2	3400	250	.07*	180	.05*	EBL	1	1700	40	.02*	140	.08*
SBT	3	5100	1660	.33*	980	.19	SBT	0	0	0	0		EBT	1	1700	80	.05	110	.06	
SBR	1	1700	70	.04	50	.03	SBR	1	1700	110	.06	50	.03	EBR	0	0	0	0	0	0
EBL	1	1700	30	.02	80	.05	WBL	0	0	0	0		WBL	0	0	0	0	0	0	
EBT	1	1700	20	.01*	50	.03*	WBT	1	1700	120	.07*	100	.06*	WBT	1	1700	80	.05	210	.12
EBR	1	1700	100	.06	130	.08	WBR	1	1700	0	0	0		WBR	1	1700	.05*	.05*		
WBL	1	1700	310	.18*	230	.14*	Right Turn Adjustment						Right Turn Adjustment							
WBT	1	1700	50	.03	30	.02	Clearance Interval						Clearance Interval							
WBR	1	1700	20	.01	130	.08														
Right Turn Adjustment		EBR	.02*				Right Turn Adjustment						WBR	.02*						
Clearance Interval			.05*				Clearance Interval							.05*						
TOTAL CAPACITY UTILIZATION			.63		.53		TOTAL CAPACITY UTILIZATION			.21		.26								

2015 Circulation Analysis 2 w/Alton							2015 Circulation Analysis 2 w/o Alton													
	LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR		LANES	CAPACITY	AM VOL	PK V/C	HOUR			
NBL	2	3400	150	.04*	120	.04	NBL	0	0	0	0		NBL	0	0	0	0			
NBT	3	5100	700	.14	1600	.31*	NBT	0	0	0	0		NBT	0	0	0	0			
NBR	0	0	0		0		NBR	0	0	0	0		NBR	0	0	0	0			
SBL	0	0	0		0		SBL	0	0	0	0		SBL	0	0	0	0			
SBT	3	5100	1760	.35*	980	.19	SBT	0	0	0	0		SBT	0	0	0	0			
SBR	1	1700	100	.06	80	.05	SBR	1	1700	230	.14	130	.08	EBL	1	1700	60	.04*	230	.14*
EBL	1	1700	30	.02*	110	.06*	EBT	0	0	0	0		EBT	0	0	0	0			
EBT	0	0	0		0		EBR	0	0	0	0		EBR	0	0	0	0			
EBR	1	1700	110	.06	150	.09	WBL	0	0	0	0		WBL	0	0	0	0			
WBL	0	0	0		0		WBT	0	0	0	0		WBT	0	0	0	0			
WBT	0	0	0		0		WBR	0	0	0	0		WBR	0	0	0	0			
WBR	0	0	0		0		Right Turn Adjustment		EBR	.01*				Right Turn Adjustment		SBR	.11*			
Right Turn Adjustment							Clearance Interval			.05*			Clearance Interval							
Clearance Interval																				
TOTAL CAPACITY UTILIZATION			.47		.42		TOTAL CAPACITY UTILIZATION			.20		.19								

42. Alton & Commercentre

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	920	.18	1760	.35*
NBR	d	1700	380	.22	270	.16
SBL	1	1700	130	.08	100	.06*
SBT	3	5100	2060	.40*	1190	.23
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		140	.04*	480	.14*
WBT	0	5100	0		0	
WBR	1.5		50		140	.08
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.60	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3400	850	.25	1020	.30
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	990	.29*	1040	.31*
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment		NBR	.03*		NBR	.07*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.37		.43	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	5100	770	.15	1530	.30*
NBR	d	1700	490	.29	400	.24
SBL	1	1700	150	.09	130	.08*
SBT	3	5100	1720	.34*	1010	.20
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		350	.10*	610	.18*
WBT	0	5100	0		0	
WBR	1.5		80		190	.11
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.49		.61	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3400	840	.25	970	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3400	960	.28*	1040	.31*
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment		NBR	.04*		NBR	.06*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.37		.42	

56. Bake & Dimension Dr

2015 Circulation Analysis 1 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	10	.01*	30	.02
NBT	2	3400	810	.24	1500	.44*
NBR	d	1700	150	.09	80	.05
SBL	1	1700	270	.16	160	.09*
SBT	2	3400	1400	.42*	990	.31
SBR	0	0	20		60	
EBL	1	1700	60	.04	30	.02
EBT	1	1700	40	.04*	20	.02*
EBR	0	0	30		10	
WBL	1	1700	80	.05*	280	.16*
WBT	1	1700	10	.01	40	.02
WBR	1	1700	90	.05	230	.14
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.57		.76	

2015 Circulation Analysis 1 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	20	.01*	140	.08
NBT	2	3400	1300	.38	2060	.61*
NBR	d	1700	160	.09	30	.02
SBL	1	1700	190	.11	140	.08*
SBT	2	3400	2000	.60*	1580	.50
SBR	0	0	40		130	
EBL	1	1700	140	.08	80	.05
EBT	1	1700	50	.13*	20	.04*
EBR	0	0	170		40	
WBL	1	1700	40	.02*	210	.12*
WBT	1	1700	20	.01	40	.02
WBR	1	1700	90	.05	280	.16
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.81		.90	

2015 Circulation Analysis 2 w/Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	30	.02*	160	.09
NBT	2	3400	950	.28	1500	.44*
NBR	d	1700	180	.11	80	.05
SBL	1	1700	180	.11	140	.08*
SBT	2	3400	1460	.44*	1080	.35
SBR	0	0	40		120	
EBL	1	1700	120	.07	60	.04
EBT	1	1700	50	.14*	30	.05*
EBR	0	0	190		60	
WBL	1	1700	100	.06*	280	.16*
WBT	1	1700	10	.01	40	.02
WBR	1	1700	70	.04	170	.10
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.71		.78	

2015 Circulation Analysis 2 w/o Alton						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1700	30	.02*	150	.09
NBT	2	3400	1270	.37	1940	.57*
NBR	d	1700	170	.10	40	.02
SBL	1	1700	120	.07	120	.07*
SBT	2	3400	1940	.58*	1520	.48
SBR	0	0	40		120	
EBL	1	1700	120	.07	70	.04
EBT	1	1700	50	.14*	30	.05*
EBR	0	0	180		50	
WBL	1	1700	50	.03*	220	.13*
WBT	1	1700	10	.01	50	.03
WBR	1	1700	80	.05	150	.09
Clearance Interval			.05*		.05*	
TOTAL CAPACITY UTILIZATION			.82		.87	

ATTACHMENT B
MITIGATION ICU WORKSHEETS

10. Lake Forest & Rancho

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06*	240	.14*	
NBT	2	3400	710	.21	1050	.31	
NBR	d	1700	270	.16	450	.26	
SBL	1	1700	140	.08	100	.06	
SBT	2	3400	830	.24*	850	.25*	
SBR	d	1700	60	.04	60	.04	
EBL	1	1700	20	.01	30	.02	
EBT	1	1700	160	.09*	410	.24*	
EBR	1	1700	60	.04	100	.06	
WBL	1	1700	240	.14*	270	.16*	
WBT	2	3400	570	.17	290	.09	
WBR	1	1700	50	.03	150	.09	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.58		.84		

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06*	240	.14*	
NBT	2	3400	760	.22	1150	.34	
NBR	d	1700	280	.16	520	.31	
SBL	1	1700	130	.08	110	.06	
SBT	2	3400	1110	.33*	1010	.30*	
SBR	d	1700	80	.05	60	.04	
EBL	1	1700	20	.01	50	.03	
EBT	-1 ²	-1700 ³⁴⁰⁰	160	.09*, ⁰⁶	380	.22*, ¹⁴	
EBR	-1 ⁰	-1700 ⁰	50	.03	80	.05	
WBL	1	1700	330	.19*	320	.19*	
WBT	2	3400	450	.13	260	.08	
WBR	1	1700	40	.02	170	.10	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.72	.69	.90	.82	

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	110	.06*	220	.13*	
NBT	2	3400	730	.21	1070	.31	
NBR	d	1700	280	.16	460	.27	
SBL	1	1700	150	.09	100	.06	
SBT	2	3400	870	.26*	880	.26*	
SBR	d	1700	90	.05	80	.05	
EBL	1	1700	30	.02	40	.02	
EBT	1	1700	170	.10*	380	.22*	
EBR	1	1700	40	.02	90	.05	
WBL	1	1700	240	.14*	280	.16*	
WBT	2	3400	520	.15	280	.08	
WBR	1	1700	50	.03	170	.10	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.61		.82		

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06*	220	.13*	
NBT	2	3400	800	.24	1250	.37	
NBR	d	1700	290	.17	520	.31	
SBL	1	1700	140	.08	100	.06	
SBT	2	3400	1150	.34*	1050	.31*	
SBR	d	1700	100	.06	80	.05	
EBL	1	1700	30	.02	60	.04	
EBT	-1 ²	-1700 ³⁴⁰⁰	170	.10*, ⁰⁶	390	.23*, ¹⁴	
EBR	-1 ⁰	-1700 ⁰	40	.02	80	.05	
WBL	1	1700	310	.18*	320	.19*	
WBT	2	3400	490	.14	250	.07	
WBR	1	1700	50	.03	170	.10	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.73	.67	.91	.82	

10. Lake Forest & Rancho

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06*	240	.14*	
NBT	2	3400	710	.21	1050	.31	
NBR	d	1700	270	.16	450	.26	
SBL	1	1700	140	.08	100	.06	
SBT	2	3400	830	.24*	850	.25*	
SBR	d	1700	60	.04	60	.04	
EBL	1	1700	20	.01	30	.02	
EBT	1	1700	160	.09*	410	.24*	
EBR	1	1700	60	.04	100	.06	
WBL	1	1700	240	.14*	270	.16*	
WBT	2	3400	570	.17	290	.09	
WBR	1	1700	50	.03	150	.09	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.58		.84		

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06*	240	.14*	
NBT	2	3400	760	.22	1150	.34	
NBR	d	1700	280	.16	520	.31	
SBL	1	1700	130	.08	110	.06	
SBT	2	3400	1110	.33*	1010	.30*	
SBR	d	1700	80	.05	60	.04	
EBL	1	1700	20	.01	50	.03	
EBT	1	1700	160	.09*	380	.22*	
EBR	1	1700	50	.03	80	.05	
WBL	1	1700	340	.19*	320	.19*	
WBT	2	3400	450	.13	260	.08	
WBR	1	1700	40	.02	170	.10	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.72	.63	.90	.80	

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	110	.06*	220	.13*	
NBT	2	3400	730	.21	1070	.31	
NBR	d	1700	280	.16	460	.27	
SBL	1	1700	150	.09	100	.06	
SBT	2	3400	870	.26*	880	.26*	
SBR	d	1700	90	.05	80	.05	
EBL	1	1700	30	.02	40	.02	
EBT	1	1700	170	.10*	380	.22*	
EBR	1	1700	40	.02	90	.05	
WBL	1	1700	240	.14*	280	.16*	
WBT	2	3400	520	.15	280	.08	
WBR	1	1700	50	.03	170	.10	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.61		.82		

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	100	.06*	220	.13*	
NBT	2	3400	800	.24	1250	.37	
NBR	d	1700	290	.17	520	.31	
SBL	1	1700	140	.08	100	.06	
SBT	2	3400	1150	.34*	1050	.31*	
SBR	d	1700	100	.06	80	.05	
EBL	1	1700	30	.02	60	.04	
EBT	1	1700	170	.10*	390	.23*	
EBR	1	1700	40	.02	80	.05	
WBL	1	1700	340	.18*	320	.19*	
WBT	2	3400	490	.14	250	.07	
WBR	1	1700	50	.03	170	.10	
Clearance Interval				.05*		.05*	
TOTAL CAPACITY UTILIZATION			.73	.64	.91	.81	

13. Bake & Commercentre

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	1	1700	70	.04*	10	.01	
NBT	2	3400	920	.27	1330	.39*	
NBR	d	1700	770	.45	240	.14	
SBL	1	1700	30	.02	60	.04*	
SBT	2	3400	1160	.34*	830	.24	
SBR	d	1700	70	.04	30	.02	
EBL	1	1700	90	.05	170	.10*	
EBT	2	3400	120	.05*	90	.04*	
EBR	0	0	40		60		
WBL	2	3400	320	.09*	660	.19*	
WBT	1	1700	60	.05	100	.08	
WBR	0	0	20		30		
<i>split phase</i>							
Right Turn Adjustment	NBR		.02*				
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.59		.71		
					.77		

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	1	1700	40	.02*	10	.01	
NBT	2	3400	1100	.32	1350	.40*	
NBR	d	1700	710	.42	270	.16	
SBL	1	1700	60	.04	150	.09*	
SBT	2	3400	1180	.35*	1000	.29	
SBR	d	1700	670	.39	130	.08	
EBL	X2	1700	390	.11	650	.19	
EBT	Z1	3400~1700	140	.04	120	.04	
EBR	0	0	10	.07	20	.08	
WBL	2	3400	270	.08	590	.17*	
WBT	1	1700	190	.14*	140	.12*	
WBR	0	0	40		70		
<i>split phase</i>							
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.79	.67	-1-04- .90

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	1	1700	70	.04*	10	.01	
NBT	2	3400	1000	.29	1380	.41*	
NBR	d	1700	740	.44	230	.14	
SBL	1	1700	40	.02	80	.05*	
SBT	2	3400	1230	.36*	850	.25	
SBR	d	1700	220	.13	100	.06	
EBL	1	1700	160	.09*	250	.15*	
EBT	2	3400	150	.05	80	.04*	
EBR	0	0	30		40		
WBL	2	3400	270	.08	660	.19*	
WBT	1	1700	100	.08*	70	.06	
WBR	0	0	30		40		
<i>split phase</i>							
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.62		.74		.85

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR	PM PK HOUR			
			VOL	V/C	VOL	V/C	
NBL	1	1700	50	.03*	10	.01	
NBT	2	3400	1090	.32	1310	.39*	
NBR	d	1700	710	.42	270	.16	
SBL	1	1700	50	.03	160	.09*	
SBT	2	3400	1180	.35*	970	.29	
SBR	d	1700	640	.38	140	.08	
EBL	X2	1700	380	.11	620	.18*	
EBT	Z1	3400~1700	140	.04	110	.04	
EBR	0	0	10	.07	10	.07	
WBL	2	3400	270	.08	600	.18*	
WBT	1	1700	190	.14*	130	.11*	
WBR	0	0	40		60		
<i>split phase</i>							
Clearance Interval					.05*		.05*
TOTAL CAPACITY UTILIZATION					.79	.68	-1-00- .89

14. Bake & Irvine/Trabuco

2015 Circulation Analysis 1 w/Alton							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	12	3400	.18	450	.13		
NBL	12	4700	.620	450	.26*		
NBT	3	5100	.1430	1310	.38		
NBR	0	0	220	630			
SBL	2	3400	.40	180	.05		
SBT	3	5100	.1210	1500	.29*		
SBR	1	1700	.180	270	.16		
EBL	2	3400	.380	250	.07		
EBT	3	5100	.330	1040	.20*		
EBR	1	1700	.440	490	.29		
WBL	2	3400	.1100	290	.09*		
WBT	3	5100	.1020	460	.09		
WBR	1	1700	.190	40	.02		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION		1.03-	.85	.89	.76		

2015 Circulation Analysis 1 w/o Alton							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	12	3400	.18	370	.11		
NBL	12	4700	.610	370	.22*		
NBT	3	5100	.1460	1250	.37		
NBR	0	0	220	650	.38		
SBL	2	3400	.40	180	.05		
SBT	3	5100	.1110	1480	.29*		
SBR	1	1700	.180	320	.19		
EBL	2	3400	.390	260	.08		
EBT	3	5100	.370	1310	.26*		
EBR	1	1700	.330	380	.22		
WBL	2	3400	.1120	290	.09*		
WBT	3	5100	.1310	520	.10		
WBR	1	1700	.190	40	.02		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION		1.03-	.85	.91	.80		

2015 Circulation Analysis 2 w/Alton							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	12	3400	.19	460	.14		
NBL	12	4700	.630	460	.27*		
NBT	3	5100	.1450	1300	.38		
NBR	0	0	210	620			
SBL	2	3400	.40	170	.05		
SBT	3	5100	.1210	1460	.29*		
SBR	1	1700	.180	310	.18		
EBL	2	3400	.380	260	.08		
EBT	3	5100	.370	1070	.21*		
EBR	1	1700	.450	520	.31		
WBL	2	3400	.1120	290	.09*		
WBT	3	5100	.1050	470	.09		
WBR	1	1700	.170	40	.02		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION		1.06-	.68	.91	.78		

2015 Circulation Analysis 2 w/o Alton							
LANES	CAPACITY	AM PK HOUR		PM PK HOUR		VOL	V/C
		VOL	V/C	VOL	V/C		
NBL	12	3400	.18	370	.11		
NBL	12	4700	.620	370	.22*		
NBT	3	5100	.1440	1200	.35		
NBR	0	0	210	650	.38		
SBL	2	3400	.40	190	.06		
SBT	3	5100	.1090	1440	.28*		
SBR	1	1700	.180	340	.20		
EBL	2	3400	.390	250	.07		
EBT	3	5100	.390	1320	.26*		
EBR	1	1700	.340	400	.24		
WBL	2	3400	.1120	290	.09*		
WBT	3	5100	.1330	520	.10		
WBR	1	1700	.180	40	.02		
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION		1.03-	.85	.90	.79		

30. Los Alisos & Muirlands

2015 Circulation Analysis 1 w/Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	260	.15*	180	.11	
NBT	3	5100	700	.14	1660	.33*	
NBR	1	1700	90	.05	220	.13	
SBL	1	1700	310	.18	280	.16*	
SBT	3	5100	1310	.26*	860	.17	
SBR	d	1700	180	.11	300	.18	
EBL	1	1700	210	.12*	420	.25*	
EBT	2	3400	510	.18	720	.27	
EBR	0	0	110		190		
WBL	1	1700	200	.12	130	.08	
WBT	2	3400	1040	.31*	480	.14*	
WBR	1	1700	150	.09	320	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.89		.93		

2015 Circulation Analysis 1 w/o Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	250	.15*	190	.11	
NBT	3	5100	710	.14	1690	.33*	
NBR	1	1700	90	.05	220	.13	
SBL	1	1700	350	.21	290	.17*	
SBT	3	5100	1340	.26*	860	.17	
SBR	d	1700	220	.13	320	.19	
EBL	1	1700	200	.12*	450	.26*	
EBT	2	3400	480	.18	710	.26	
EBR	0	0	120		190		
WBL	1	1700	200	.12	120	.07	
WBT	2	3400	1010	.30*	470	.14*	
WBR	1	1700	210	.12	330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.88		.95		

2015 Circulation Analysis 2 w/Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	270	.16*	180	.11	
NBT	3	5100	690	.14	1670	.33*	
NBR	1	1700	90	.05	220	.13	
SBL	1	1700	340	.20	290	.17*	
SBT	3	5100	1260	.25*	850	.17	
SBR	d	1700	200	.12	310	.18	
EBL	1	1700	210	.12*	430	.25*	
EBT	2	3400	470	.17	700	.26	
EBR	0	0	110		190		
WBL	1	1700	200	.12	130	.08	
WBT	2	3400	1010	.30*	480	.14*	
WBR	1	1700	160	.09	320	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.88		.94		

2015 Circulation Analysis 2 w/o Alton							
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C	
NBL	1	1700	260	.15*	180	.11	
NBT	3	5100	700	.14	1690	.33*	
NBR	1	1700	90	.05	220	.13	
SBL	1	1700	330	.19	280	.16*	
SBT	3	5100	1310	.26*	860	.17	
SBR	d	1700	240	.14	330	.19	
EBL	1	1700	200	.12*	440	.26*	
EBT	2	3400	460	.17	730	.27	
EBR	0	0	130		190		
WBL	1	1700	200	.12	120	.07	
WBT	2	3400	990	.29*	470	.14*	
WBR	1	1700	220	.13	330	.19	
Clearance Interval			.05*		.05*		
TOTAL CAPACITY UTILIZATION			.87		.94		